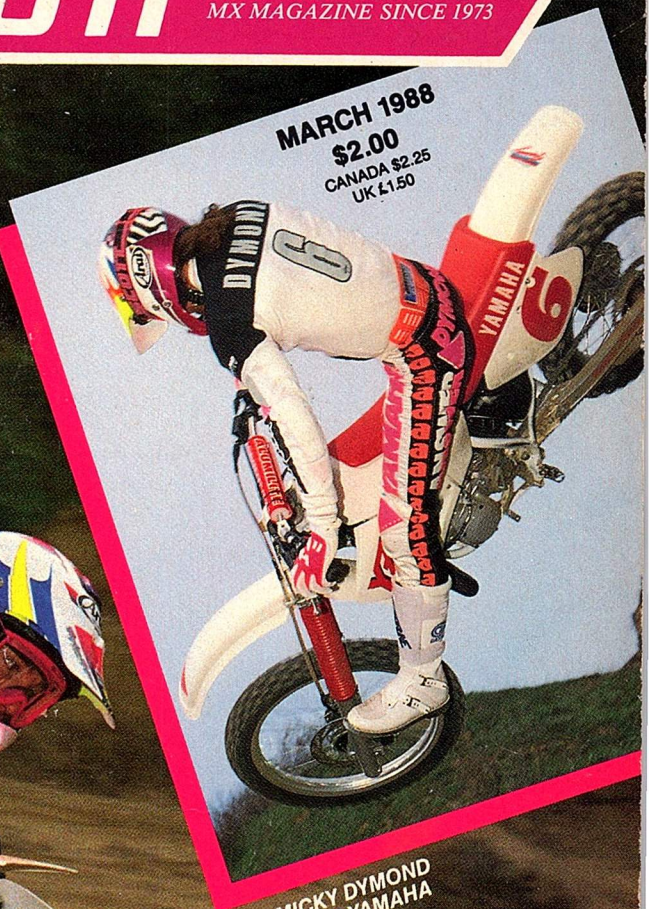
SPECIAL '88 RACING GUIDE! YOUR COMPLETE PROGRAM TO THE NEW MOTOCROSS SEASON!

MOTOCROSS ACTION

WPS 34485

THE WORLD'S LEADING MX MAGAZINE SINCE 1973

MICKY DYMOND: "WHY I LEFT HONDA!"



MICKY DYMOND
TEAM YAMAHA

WORLD'S WILDEST MOTOCROSS TREK: JOHNSON WARD & PALS SHRED PARIS SUPERCROSS!

HOW MUCH MONEY DOES R.J. REALLY MAKE?

HOW TO GET A SPONSOR!

TESTING... TESTING... • KX125 • RM125 • RM80!

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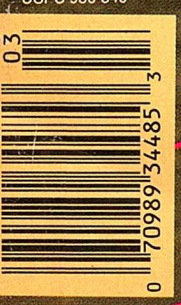
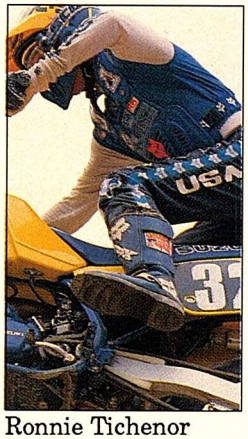


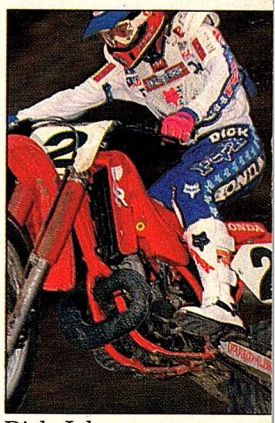
BUCK

Motocross, and especially supercross, places an incredible strain on your feet and ankles. If your ankles are weak, have been injured, or you just want to reduce the possibility of injury, it would make good sense to wear the best protection available.



Ronnie Tichenor

Many motocross boots today have insufficient ankle support using outdated methods. Leather or rubber pull-tabs are both good at closing a



Rick Johnson

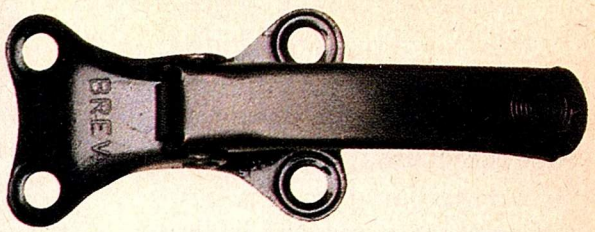
The advanced design one-piece toe plate keeps the boot and your toes protected.

Only the finest Italian Top-Grain leather is used in the construction of all Fox COMP-2 boots.

Molded plastic inserts are located at anatomically critical areas. (Toes,arch,heel,ankle joint,calf)

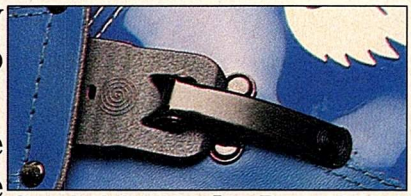
Hidden inside is our original Quick-Draw lace system to give a snug fit that is easy and comfortable to use.

LE UP

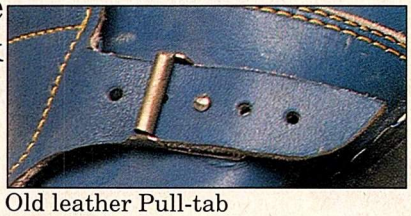


boot, but are effectively useless when it comes to providing ankle support.

Fortunately, there is the Fox COMP-2 with the patented Cam-Lock buckle system. The Cam-Lock buckle is the only system



Cam-lock buckle Int. Pat. #185645



Old leather Pull-tab

that utilizes leverage to secure the critical ankle area. And, since it's main components are metal and hard plastic, it will not stretch and loosen like leather and rubber pull-tabs. This superior support reduces the chance of ankle strain.

Colors: White, Bright Red, Royal Blue and Black.

Sizes: 4-13 **$189**

The COMP-2 is equipped with an injection molded front plate,fully padded in back,to give you excellent shin protection. Fox logos are injected plastic so they won't ever rub off.

©FOX RACING 520 McGlincy Ln, Campbell, CA 95008 (408) 371-1221

Fox Solid Jerseys

At Fox we use only high-quality inspected 50\50 cotton-poly material, custom dyed to our specifications, in the construction of all our jerseys.

Fox jerseys are cut with an extended tail that will stay in during long rides. The high collar absorbs sweat.

Seams are single, then over-lock stitched to insure strength. Silk-screened graphics look sharp and allow air-flow, but will not crack or peel like transfers.

Available in sizes: XS, S, M, L, XL **$24.50**

Made in California

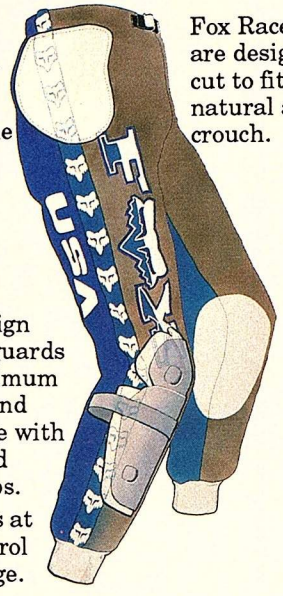
#638 USGP **#650** Fox Red

Fox Racepants

Constructed from high-quality Finnish nylons, custom dyed to our specifications to match with all Fox apparel.

All cutting, sewing and assembly is done by craftsmen in a high-tech factory in Finland, using computer controlled sewing machines for many operations.This modern technology assures consistent quality construction.

Hip pads are made of closed cell polyurethane and held in place with velcro.



Fox Racepants are designed and cut to fit a rider's natural attack crouch.

Modern design knee\shin guards assure maximum protection and held in place with velcro-closed elastic straps.

Elastic cuffs at bottom control pant slippage.

Sizes: 26,28,30,32,34,36,38: **$99**

Made in Finland

#140 Flag Red/Blue **#121** Fox Red

AUTHENTIC® FOX APPAREL

#641 Fox Baby Blue

#642 Fox Royal Blue

#645 Fox Grey/Glo Pink

#123 Fox Baby Blue

#122 Fox Royal Blue

#129 Fox Grey/Glo Pink

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Comfort Guaranteed.

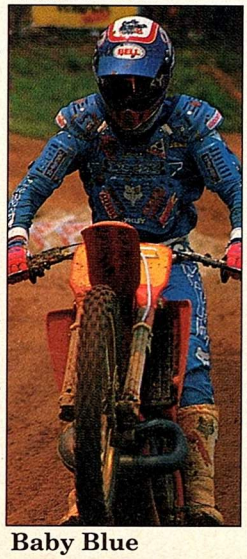
There are many riders who want and need the protection of a full-coverage chest protector, but are reluctant because of the restriction of movement that is associated with them.

We want you to try on a Fox ROOST-2. We are so confident you will like it that we guarantee your satisfaction.

So buy one and try it on. If you don't agree that it is clearly the most comfortable full-coverage chest protector that you have tried, simply send it back and we will gladly give you a full refund.

So now you have no more excuses. You've got nothing to lose, and a lot to gain.

Rick Johnson



Baby Blue

Donny Schmit

Royal Blue

Available in Bright Red, Royal Blue, Baby Blue, White, Yellow and Red/White/Blue

Adult Fox ROOST-2: **$85.00**
Fits riders from 130 lbs. and up

Youth Fox ROOST-2: **$75.00**
Fits riders from 70 lbs. to 130 lbs.

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Injection Protection.

Injection molded plastic is the latest technology in hand protection. Custom air-scoops throughout the plastic increase air intake and exhaust, creating excellent ventilation. The plastic is not only protective, but extremely flexible.

Redesigned palms are constructed from two layers of synthetic leather. The first layer of material is cut specially to fit your hand best in a curved position. The second layer of synthetic leather reproduces the natural lines of the palm; increasing grip while reducing blisters.

Spandex side panels increase flexibility and air-flow. A velcro closed elastic strap gives a snug, secure fit and prevents palm bunching.

Colors: Red(pictured), Blue and White
Available in sizes: Adult SM(8)-XL(11) **$35**

To Order: Send your name, address, and complete product descriptions (Quantity, color, size). We pay freight charge on pre-paid orders when you send a money order or certified check. On Visa, Mastercard and C.O.D you pay freight charge. Add $1 handling charge. California residents add sales tax.
For our **1988 catalog** (all-color, 72 pages) send **$1.**
Fox Racing 520 McGlincy Ln., Campbell, CA., 95008
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The Arai Touch.

It's the touch of old world craftsmanship and new world technology.

It's computers that create wind-slicing aerodynamic shapes. And newer, lighter, stronger fiberglass compounds.

It's human hands that still inspect every Arai helmet shell at three different places along the line. That still handpaint Arai's flawlessly finished designs. And that still hand fit the padding so carefully, the comfort and fit will make you feel like your helmet was made just for you.

Doing things this way doesn't produce ordinary helmets. It produces excellent ones.

It also produces critical acclaim like *Motorcyclist* magazine's October, 1987 ranking of Arai's F-1 as *Number One* of all Snell-approved helmets tested. And *3 & 4 Wheel Action's* feeling that our MX-Pro is "...one of, if not *the* best fitting, most comfortable, and all-out cool helmets we've ever used..."

So if all the helmets sitting there on your dealer's shelf look the same at first glance, take a second and third glance. That's when you start seeing the difference in an Arai. The difference that's the Arai Touch.

It's the sensation that comes when you put it on, and get the feeling that nobody looks quite as good, or feels quite as cool and comfortable, as you do.

Arai HELMET

SNELL 85

For an Arai Literature/Decal Pak including our latest Brochure, send $1.00 in cash or stamps ($2.00 outside U.S.) to: Arai Helmet, Ltd., Dept. 9, P.O. Box 421, Tenafly, NJ 07670

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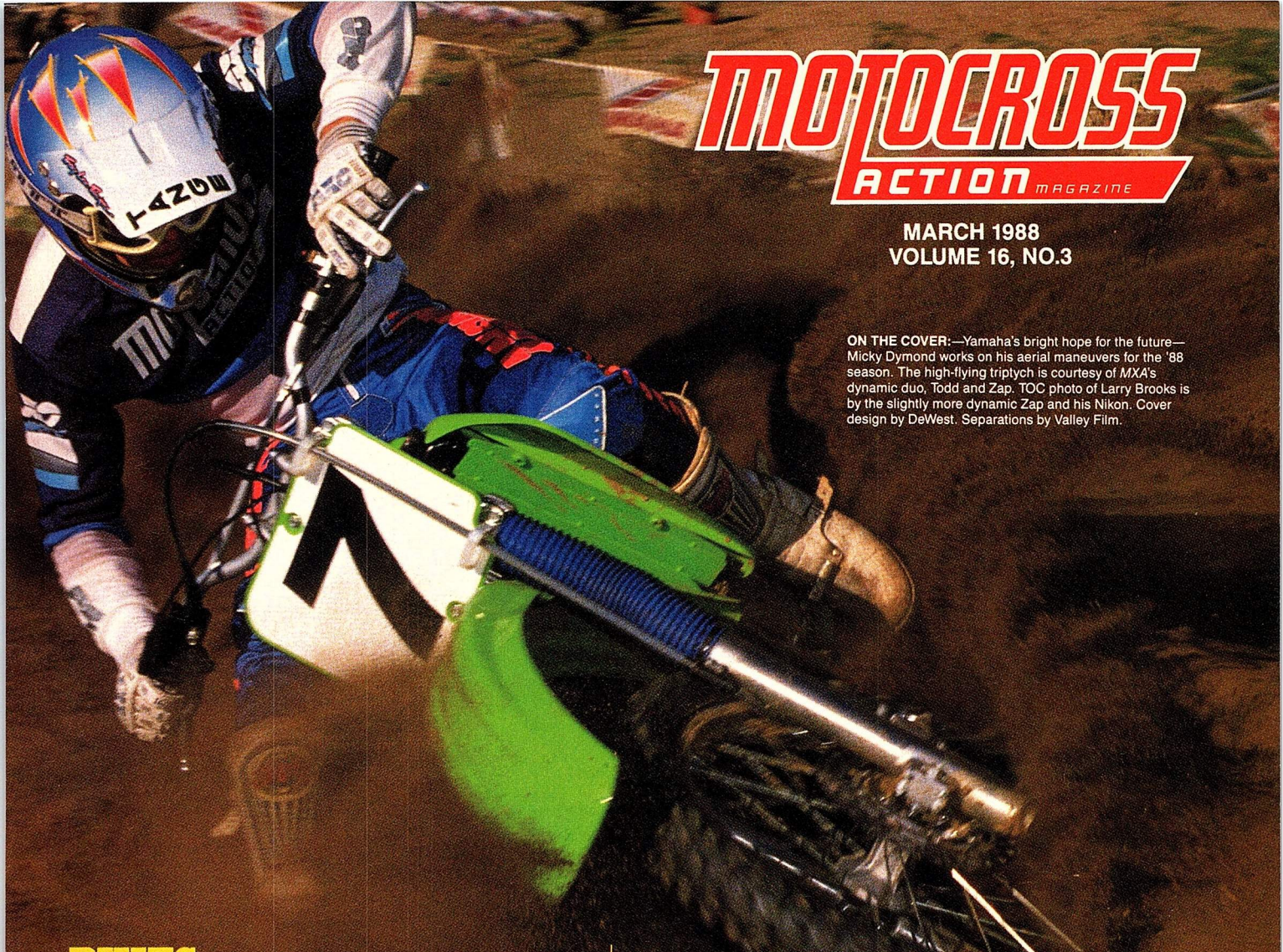

MOTOCROSS ACTION MAGAZINE

MARCH 1988
VOLUME 16, NO.3

ON THE COVER:—Yamaha's bright hope for the future—Micky Dymond works on his aerial maneuvers for the '88 season. The high-flying triptych is courtesy of *MXA*'s dynamic duo, Todd and Zap. TOC photo of Larry Brooks is by the slightly more dynamic Zap and his Nikon. Cover design by DeWest. Separations by Valley Film.

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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THIS YEAR WE'RE GETTING ON JEFF WARD'S BACK.

When you're 1987 AMA SuperCross Champ, very few people tell you how to improve. But when we saw Jeff Ward racing month after month without proper support, we got on his case. And put the AXO SuperBelt2 on his back.

Jeff discovered he didn't have to sacrifice comfort to get firm support. Because the SuperBelt's tough plastic shield provides stiffness in back, while a soft pliable compound makes it flexible around the waist. And even if he gets all steamed up banging handlebars with Ricky, there's a nylon mesh vent to help keep his cool. Plus wide Velcro® fasteners for a snug fit up front.

After his first ride in a SuperBelt2 Jeff realized what he'd been missing all these years, and he forgave us for getting all over his back.

But just wait 'til he sees what we've done to his feet.

AXO Sport America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355 **(800) 222-4296** (Outside CA) **(805) 257-0474** (Inside CA)

AXO Superbelt2–$35.95 Fits 28"–34" waist Red/White, Blue/White, White/Blue, White/Grey, White/Neon, Fluorescent Green • **AXO XL Superbelt2–$36.95** Fits 36"–42" waist. Red/White, Blue/White • **AXO Kids Superbelt2–$26.95** Fits 24"–28" waist. Red/White, Blue/White • Visa and MasterCard Accepted.

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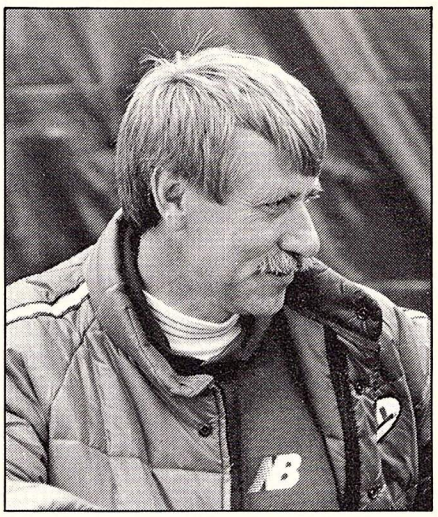
On The Mainjet



By Roland Hinz

☐ Have you ever wondered how motorcycles are made? We have. Last year, mail started pouring into the *MXA* offices as early as April from readers who had tried to buy a 1987 Honda CR125 or CR250 and could not find one. In the ensuing months we questioned the manufacturers about their production techniques and philosophies. When, where, how many and why are the machines manufactured the way they are?

First, all of the motocross machines are built by a quota system. Each company has a product planning division that estimates how many bikes (of each individual model) the company can expect to sell next season. These figures are derived from past sales indexes, the economic outlook and model updates. If the Yamaha YZ490 had sold poorly in 1987, the dollar was shrinking against the yen and the YZ was undergoing very few improvements, the company's product planners would cut down on the proposed production run (predicting poor sales). Insiders report that that is what happened to this year's YZ490 production. It was reduced to coincide with a projected reduced demand.

Secondly, all the Japanese motocross bikes are produced during one several-week period between July and September (there are variations). A production facility is lined up, parts are ordered, workers are assembled and the conveyor belts begin to run. For two or three weeks the production line churns out KXs, and when the product planner's number is reached, the line is disassembled and the street bike production run takes its place. In the case of Honda, for example, there is no going back and making more. The projected sales are supposed to equal the actual sales, and the production line produces nary a single extra bike. On the contrary, if a manufacturer gets too optimistic, as Suzuki reportedly has done with the RM125 in the past few years, there will be bikes left in the warehouse or showrooms (Suzuki sources report that actual RM125 sales never equaled projected sales). Having leftovers is bad for business. The dealers won't order as many of next year's bikes if they still have a showroom full of this year's. The buyers won't buy as many new models if they can get a deal on an old one, and the product planner has to rethink his plans for the next year.

Finally, the buyer gets the final say. Last year the buyers bought the '87 Hondas so fast that actual buyers exceeded projected buyers. There was demand but no supply. An astute thinker would guess that Honda's product planners would project more sales for 1988 and produce more bikes for the eager marketplace. Wrong! Honda didn't produce more. Why? Because, although the sales indexes were great and model improvements were planned, the economic indicators made Honda believe that they could sell only the same amount or less. And if the demand still existed, they could get full retail for each unit, and that would make their dealer network happy. Yes, the customers would be dissatisfied, but the corporate scorecard would add up with projected sales and actual sales equaling out. Good business but not adventurous business.

Yamaha did things differently in 1988. Their sales indexes from the past few years were only fair, and the economic outlook was no brighter for them than for Honda, but they had faith in radical new product updates on the YZ250. The result? Yamaha product planners projected more 1988 YZ250 sales and ordered more bikes built. The dealers caught the wave of enthusiasm and stocked every bike made. The buyers started buying them, and in an almost unprecedented move, Yamaha insiders report that the factory is going to set up the YZ250 assembly line again and produce another run of 1988 YZ250s to satisfy sales in excess of the projection. Good business *and* adventurous business.

What does it all mean? It means that motocross is a sport to the buyers and a business to the Japanese manufacturers. But manufacturing motocross bikes can be just like riding them—at some point the brave will grab the next gear and go for it! ☐

Jody's Box

By Jody Weisel

Rex was the kind of guy everybody liked to be around. He was always laughing, telling jokes and lending a helping hand. Nobody knew exactly what he did for a living, but word around the pits was that he was a rocket scientist or something technical. All the guys called him "Rocket Rex" in honor of his brainy image. Calling him Rocket Rex didn't have anything to do with how fast he rode, however. In fact, after Rex rode his bike for a while moto while dragging the rear disc brake (it turns the rotor into a sort of propeller), his game was changed [illegible]

"I got a ticket for $60," said Rex as Crazy Dave and I walked into the local shop. We nodded in agreement. Rex was returning the wire he'd borrowed from Ted, the guy behind the counter. "I got a ticket last night for not having lights on my trailer. It was 60 bucks! Anybody have a D-cell battery on them?"

Okay, Rex may not have been an actual rocket scientist when it came to trailer lights, but he had invented quite a few interesting items to make life more [illegible] of them have ever sold, but Rex says that a lot of his inventions are just waiting for the right moment to go over the top. Rex calls them his "million dollar ideas" and is never short of ideas about ways to improve the sport of motocross. Take shoulder pads, for example. In the last five years, the shoulder pad business has consisted of each company doing a slightly different variation of the same design. Rex is working with a patent attorney to look up his idea for *Air Bag Shoulder Pads*. These items look like a Mae West life vest and are attached to the handlebars of your bike with a tether. As soon as you go over the bars, a CO_2 cartridge inflates the pads into an enormous air bag. "I still have to work out the problem of stopping the rider from bouncing," says Rex.

If you think that is too outlandish and have simpler tastes, maybe you'd prefer to wear Rex's aluminum shoulder pads. "Rigid and lightweight, they're [illegible] stuff enough to absorb all sorts of blows. Plus, you can anodize it," said Rex when asked about his choice of material. "Dustin Hoffman got the wrong advice in *The Graduate*. It should have been 'Aluminum' instead."

Boots have not escaped Rex's scrutiny. After the Hi-Points got a little soft around the ankles from wear and tear, he showed up at the shop with a sketch for an aerosol spray called *Boot Hardener*. "You spray it on your boots and let it sit overnight. The next morning your boots are as stiff as brand-new." Everybody laughed when Rex said this, but they all thought it sounded good.

Memory Metal was the name of a set of handlebars he claimed could be made out of special grade of pure titanium. It seemed that if you took this titanium and heat-treated it a special way, it would always return to its original shape when heated to 250 degrees. Memory Metal bars would simply snap back to their original shape. "Heat your bars with a torch, or have Mom bake them in the oven, and you've got brand-new bars," said Rex.

After watching the Rose Bowl game on New Year's Day, Rocket Rex came into the shop and told everybody about a great idea he had during the second quarter. "*Breakaway Levers!* You have your clutch and brake levers mounted in snap-in pivots, and when you crash, instead of breaking the lever, they just pop out of the pivot. You'd never have to buy another lever. Get it? Breakaway Levers, like breakaway jerseys."

"I thought of a way to hold cylinders and heads to the engine without using bolts and nuts," said Rex one afternoon in the back of the shop. "You thread the cases and simply screw the cylinder down into the lower end." When we mentioned that the rings might snag as the cylinder was spun down over them, he told us that we obviously hadn't been around when he invented *Ring Glue*. Ring Glue holds the rings in place until you kick the engine over the first time.

I suppose that Reck-It Rox was the most inventive guy the gang knew. He had a device, gimmick or trick for every problem that came up. As a motocross genius, Rex had achieved almost legendary status around the shop. It was a sad day when Rex came into the shop and asked Ted to help him sell his bike. It seemed that Rex's wife was going to have a baby, and she had told him that his racing days were over until the kid was weaned. She also told him that kids were weaned at the age of 21.

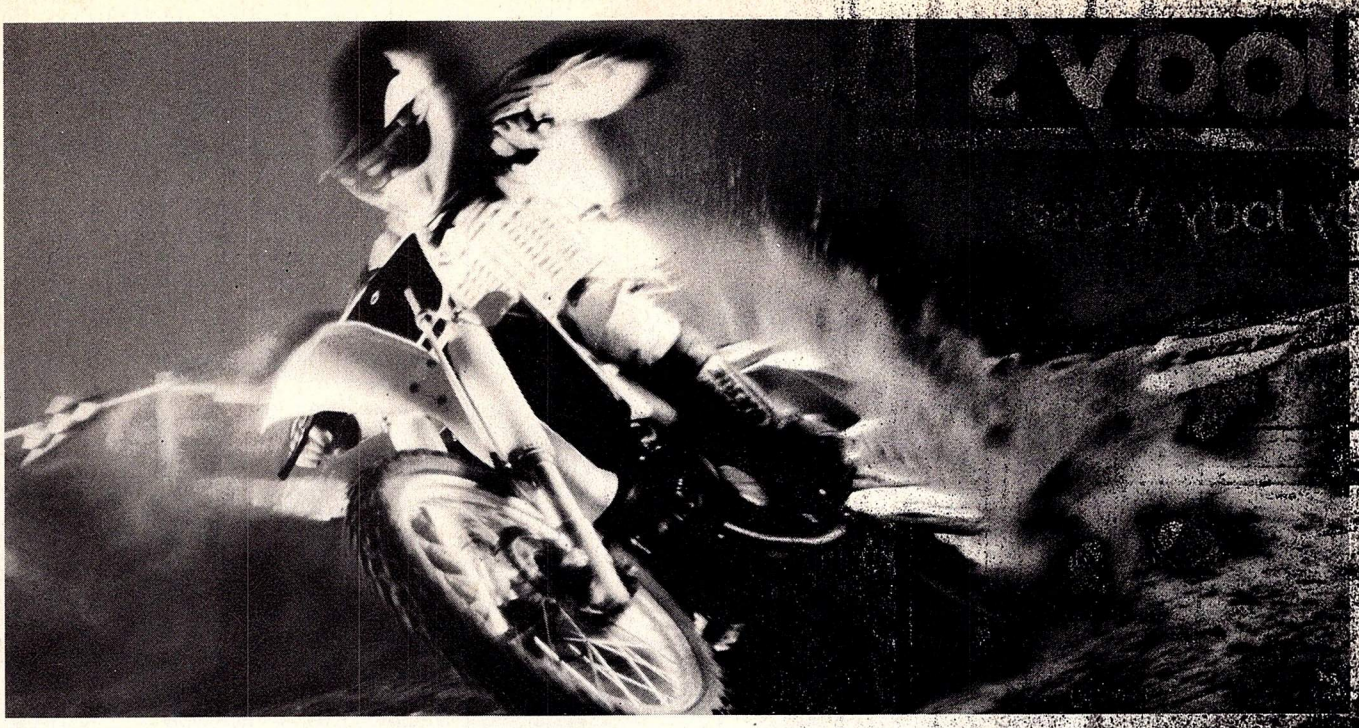
We thought we'd seen the last of Rex until a year later. He walked into the shop, plunked down three grand in cash and bought a new 250. It seems he had sold one of his inventions, made a million dollars, got his wife a maid, his son a nanny, and laid down the law about racing again.

"Did you make all the money on *Boot Hardener*?" I asked.

"I'll bet it was *Memory Metal*," said Jimmy Mac.

"Which invention did you sell?" asked big Ted.

"It didn't have anything to do with motorcycles," said Rex. "It was *Wigs for Babies*. What an untapped market! There are millions born every year, and they're bald!" □



The new improved Suzuki RM Contingency Program will keep you glued to your seat.

The $1.5 million Suzuki RM Contingency Program: An absolute thriller.

We've produced a program with some of the most exciting twists you'll ever see. Featuring: $1.5 million posted, cash for pros and bonds for amateurs; first time ever Suzuki payoffs in the AMA Amateur National Series; and a final event that will make you sit up and take notice.

Rewards for the rising Suzuki stars and a $100,000 final.

A few new scenes have been added in this year's exceptional contingency program.

First off, we're now paying amateurs for electrifying AMA performances. Suzuki is putting up prize money, in the form of U.S. Savings Bonds, to amateur racers qualifying at the regional level throughout the AMA Amateur National Series. And these races qualify top riders for one cliffhanger of an ending: a final event with a whopping $100,000 purse.

Of course, we're posting cash for the pro riders in the AMA National Moto-Cross and SuperCross events as well.

See if that doesn't give you a jolt.

Another season of great regional support.

We're posting at some of the finest events in racing during this sure-fire hit series.

To kick off the '88 season, pro and amateur money will be there for the taking in the Florida Winter Series and the CMC Golden State Series. And amateurs can continue to cash in during the rest of the year at the CMC - Pac West, GNC, NESC series and NMA final events.

It's a program that's sure to draw raves—and racers—nationwide.

The new RM's: Bikes you won't want to miss.

Catch a look at a 1988 RM250, 125 and 80 and you'll be screaming for one.

The completely new RM250 cuts through dirt with ease. This year's refinements on the RM125 make it *the* bike to beat in its class. And the RM80's improved power reed engine means you get a better chance at the holeshot.

All three possess a knack for winning that you don't see every day.

Jump up and race.

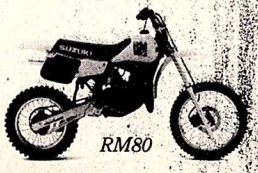
With our payoffs to pros and amateurs, excellent club affiliations, an exciting new final and $1.5 million in loot, there's no better time to participate in racing. The Suzuki RM Contingency Program and the new RM's offer an opportunity for fame and fortune that's downright hair-raising.

The $1.5 million Suzuki RM Contingency Program. It's something that you won't want to take sitting down.

Right on, Suzuki.

RM250

RM125


RM80

SUZUKI

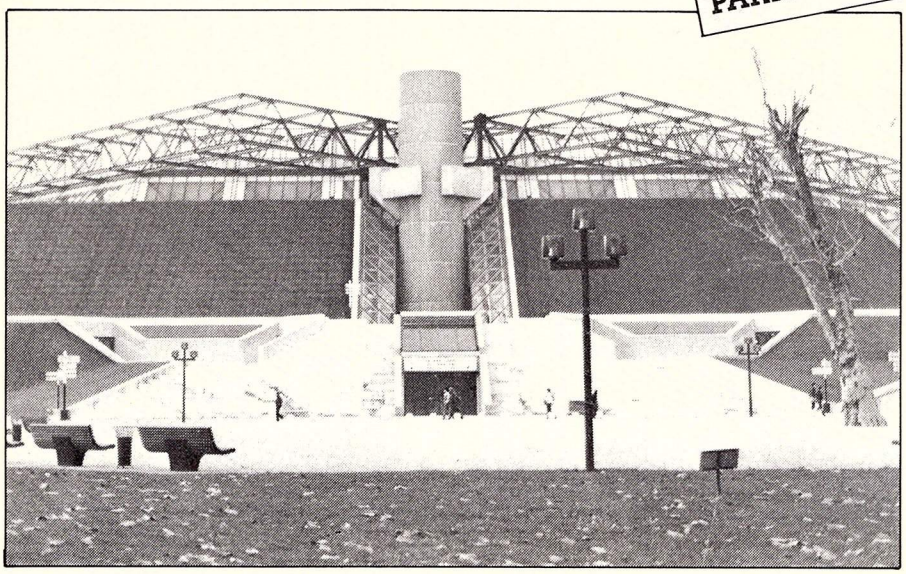
See your Suzuki dealer for details on the 1988 RM Contingency Program. For the name of your nearest Suzuki motorcycle and ATV dealer call:

1-800-255-2550

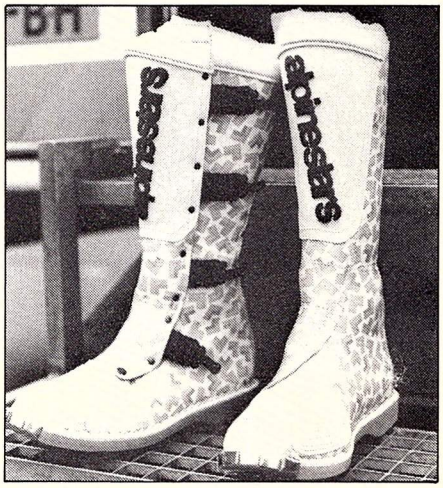
Pro Rider pictured. Play it safe. Ride with care. Read your owner's manual carefully. Always wear an approved helmet, eye protection, and protective riding apparel.

Dirt

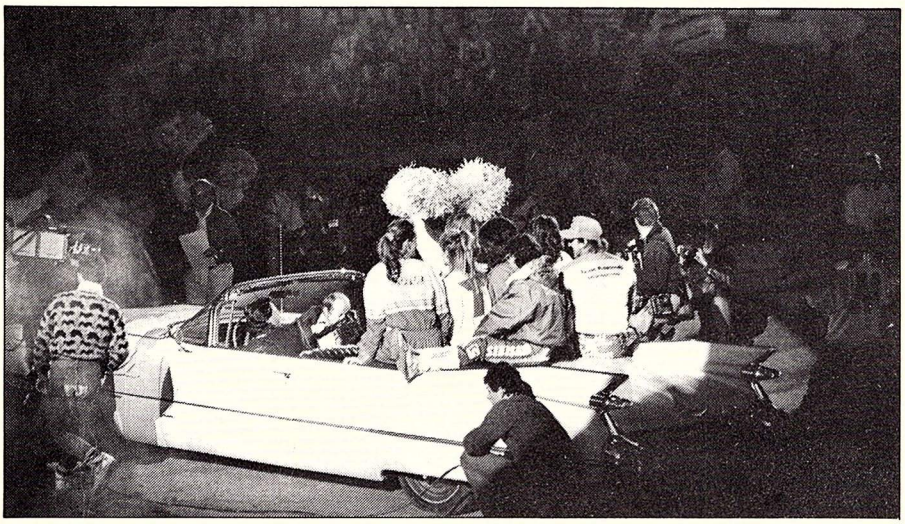
THE SIGHTS, THE SOUNDS & THE FUN
PARIS SUPERCROSS OUTTAKES



◄ *From the outside: Bercy Ominisport Stadium in Paris is a futuristic building with grass growing up the walls. To keep everything tidy, lawnmowers are lowered down the sides by rope, because the walls are too steep to walk on.*



Fashion statement: Just when you thought the color wars for motocross apparel were forgotten, Alpinestars brought out these wild production items. The paint didn't last long, but it looked wild.



◄ *The Cadillac ranch: Ground transport for the Americans in Paris included this 1957 Caddie Coupe de Ville. As the Americans were wheeled in, the ear-shattering sound system blared hits from Bob Seger and John Cougar Mellancamp. The cheerleaders were excited; the riders were excited and so were the fans.*

From Down Under: Australia's top motocross rider Craig Dack was his country's only representative. The Americans took pity on Craig and adopted him as one of their own—hoping he could speak French! Craig will be a factory Yamaha rider for 1988.

Luc Verbeke

◄ *European stars: Davy Strijbos (7) and 125 World Champ John Van den Berk received a hero's welcome after being lowered from the ceiling on a beach-motif platform. The Parisian escorts exude elegance and charm, which is something else American promoters could learn from.*

SCOTT LEADS THE WAY IN MOTOCROSS TECHNOLOGY

FACEGUARDS

Scott lets the rider choose from our Venturi, standard or half-mask faceguard—available in black, red, blue or white.

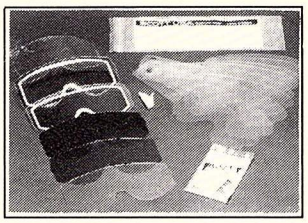
ACCESSORIES

Accessories to complement your Scott system we offer Lexan® and butyrate replacement lenses, in five different tints and with factory anti-fog. Also tearoffs and no-fog cloths to make your system complete.

Scott offers four top quality goggles for the serious rider. Strong urethane or vinyl frames range from black, red, blue to white. Scott goggles combine quality with an affordable price.

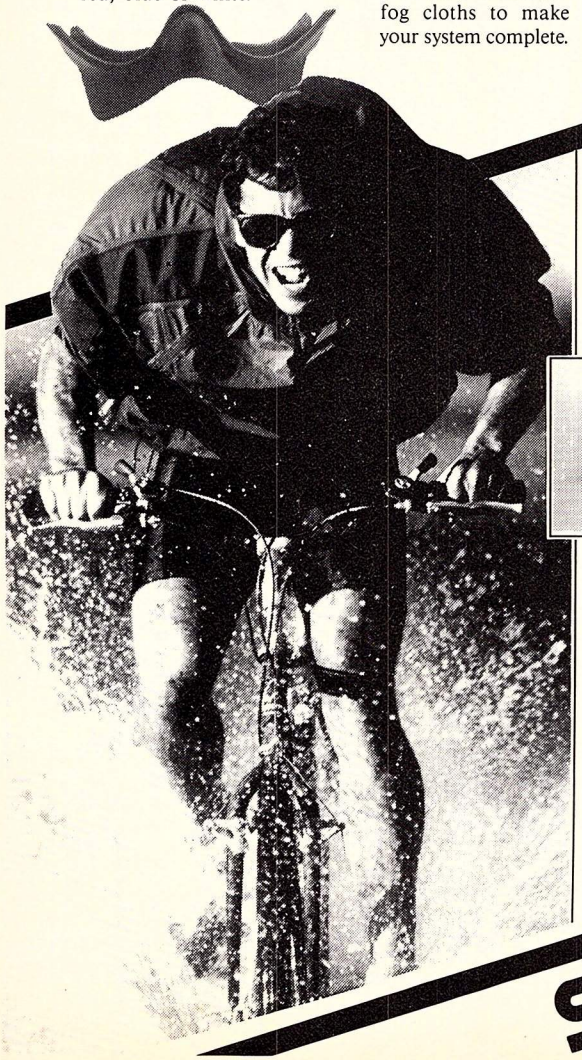
GRIPS

Feel the difference with Scott grips. Choose from our standard Hurricane, ATV/BMX grips in an assortment of colors, or try our new SLIM GRIP, designed for maximum control & feedback and available in red, black or blue.



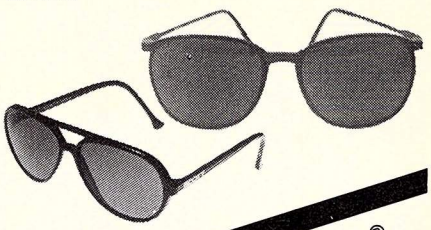
NEW! SCOTT MOUNTAIN BIKES

Introducing the Scott Mountain Bike! A range of models, all spec'd out with state-of-the-art components and made with the finest materials, technology and quality you're used to from Scott products. Whether you're racing, training or just having fun, we have a bike for you!



SUNGLASSES

Scott sunglasses come in an assortment of frame styles and colors, including neons. Shatter-resistant Scott lenses filter 98% of ultraviolet and blue light. Shown here are the popular graphite model and the sport & classic models.



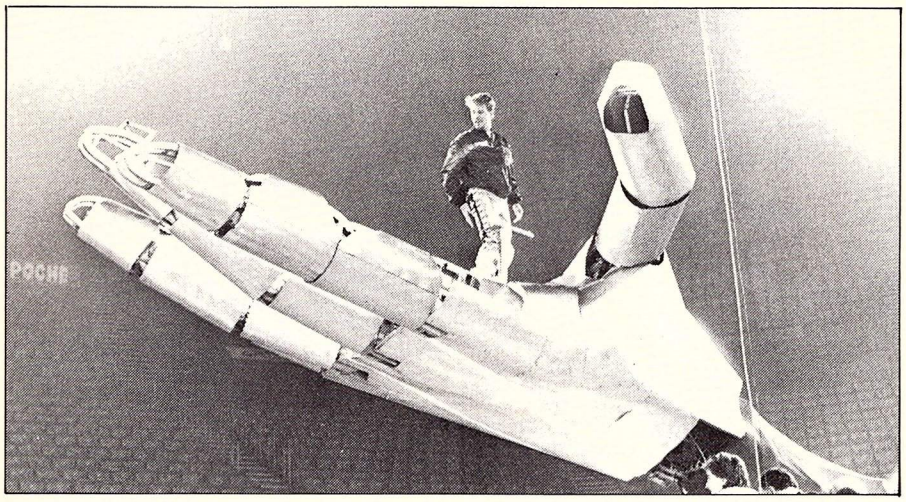
SPORTSHIELDS

New for '87 Scott presents the Sportshield! Extremely lightweight it offers the advantages of an unobstructed view and adjustable hinges for a custom face fit. The scratch and shatter-resistant Lexan® lens filters 98% of harmful ultraviolet light and is available in Scott tint, peach & clear.

SCOTT USA®

If your local dealer does not carry these Sportshields, send $49.95 to SCOTT, Box 2030, Sun Valley, Idaho USA 83353

Dirt



◄ *He's got the whole world in his hand: Rick Johnson practices his routine with the giant steel robotic hand which introduced him each night. Everyone wondered what would happen if the hand got mad and threw RJ into the stands!*

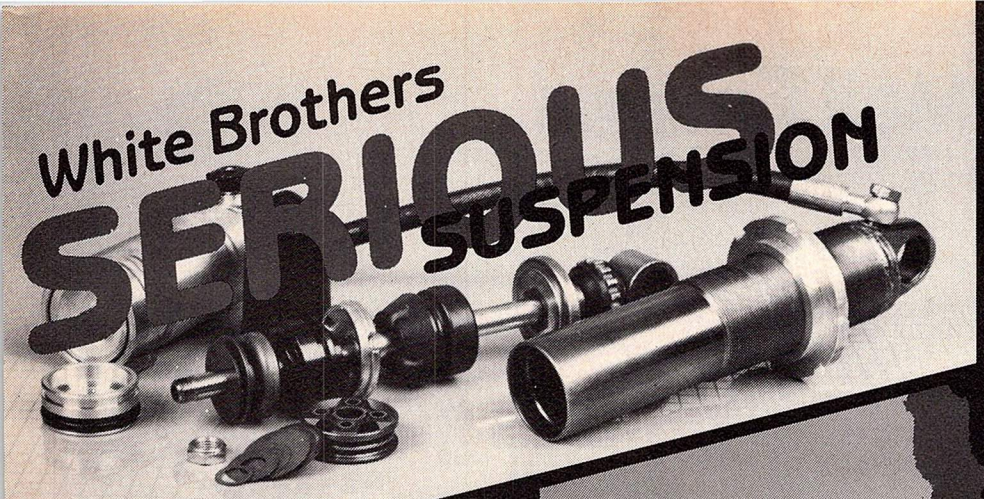
Bambi and Thumper: Honda's Jeff Leisk and helmet artist Troy Lee inspect a local butcher shop full of fresh deer and rabbit. Finding edible food and being able to order it was the biggest problem faced by the visiting Yanks.

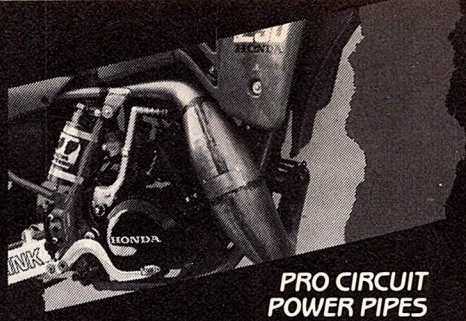
◄ *Ours versus theirs: American hero Rick Johnson and French hero Jean Michel Bayle exchange greetings on the first night of racing. Strangely, 18-year-old Bayle makes Johnson look like a veteran, but the Bad Boy is still only 23.*

Cultural exchange: Scott goggles rep and international jet setter Bevo Forte wanted to impress the locals by drinking a bottle of water through his nose. The French weren't amused; the Americans loved it.

◄ *Anything for a laugh: Pro Circuit's Mitch Payton tries out his new bull whip on an enthusiastic Eiffel Tower street vendor. Being in a foreign environment was inspiring for the American visitors—and intimidating for their European hosts.* □

White Brothers SERIOUS SUSPENSION





PRO CIRCUIT POWER PIPES

The race winning choice of top factory stars including Honda's Rick Johnson and Kawasaki's Jeff Ward. Increased mid and top-end power for better drives out of corners and off the line, passing speed on the straights.
1985-87 models 80-500cc Hon, Yam, Kaw, Suz.
$148.00

WHITE BROTHERS SHOCK SERVICING & MODIFICATIONS

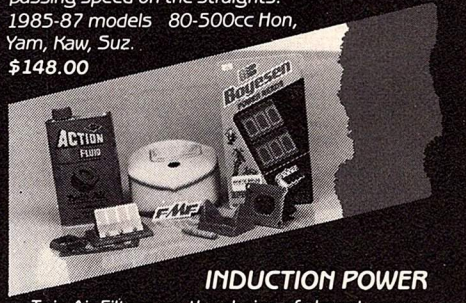
We're your Factory Authorized Service Center for White Power, Showa, Kayaba and Yamaha shocks. Experienced technicians rebuild and revalve your stock shock to your exact racing or riding requirements, including new seals and spring rates if needed (parts extra). We do more shock mods than all other companies combined!

- *Base Oil Change* **$65.00**
- *Pro Shock Mod Service (includes revalving)* **$90.00**
- *'87 Honda CR Fade Eliminator Shock Mod installs Showa Remote Reservoir and new valving* **$235.00**
- *HT Steel Shock Body* **$119.00**
- *Hard Anodizing Stock Shock Body* **$50.00**
- *Heavy Duty Reservoir Hoses from* **$30.00**

WHITE POWER SUPER ADJUSTER SUSPENSION

World Championship winning suspension for your bike! White Brothers will set up your White Power Shock to your exact needs for improved lap times and less rider fatigue. Separate adjustable compression and rebound control. 60 day setup guarantee. All bikes, including minis.

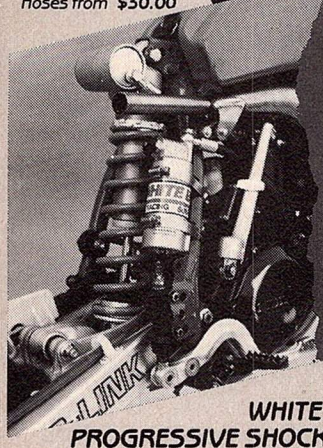
- *WP Super Adjuster Shocks* **$459.50**
- *WP Upside Down 4054 Forks* **$824.50**



INDUCTION POWER

Twin Air Filters are the choice of almost every factory team in Europe and America including Team Honda. Stuff that hi-flowing cleaner air down through a set of Boyesen Dual Stage Reeds and an FMF Reed Power Booster for a serious increase in ponies across the powerband. All bikes.

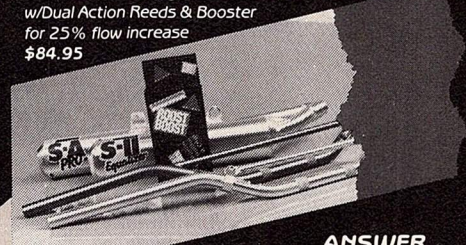
- *Twin Air Filters* **$15.95**
- *Twin Air Filter Oil, 1 liter* **$9.95**
- *Boyesen Dual Stage Reeds from* **$9.50**
- *FMF Power Reed Boosters from* **$29.95**
- *FMF Power Reed Cage w/Dual Action Reeds & Booster for 25% flow increase* **$84.95**



TMV FORK/BRAKE GUARDS

Protect brake discs and fork sliders from rocks, crashes and contact from competitors. TMV Guards are thicker, stronger, and fit better with factory like bolt-on installation. All bikes, most colors.

- *TMV Fork/Brake Guard kits* **$28.95**
- *TMV '87 Honda CR Rear Disc Guard* **$19.95**



ANSWER PRODUCTS

White Brothers has the complete Answer line of lightweight aluminum silencers, handlebars, and the power producing ignition booster Roost Boost.

- *Equalizer Oval Silencers* **$54.95** *to* **$59.95**
- *SA Pro Spark Arrester Silencer* **$79.95**
- *Chromemoly Handlebars* **$30.95**
- *SR-IV Alumilite Bars* **$46.95**
- *Roost Boost ignition booster* **$52.95**

WHITE POWER & PROGRESSIVE SHOCK SPRINGS

White Brothers stocks the most complete line of springs to fit your production shock including '87 models. Dial-in your spring rates to your exact handling requirements.

- *White Power Shock Springs* **$74.95**
- *Progressive Suspension Shock Springs* **$59.95**

ATK/ PROGRESSIVE/SIMON FRONT SUSPENSION KITS

Let us help you make your bike's front suspension work as well as its rear suspension. All bikes.

- *ATK Multi-Rate Fork Spring Kit* **$49.95**
- *Progressive Suspension Fork Springs* **$49.95**
- *Simons Chrome Silicon Fork Springs in 19, 21, 23 lb./in. rates* **$39.95**
- *Simons Anti-Cavitation Fork Kits* **$149.95**
- *Simons Anti-Pressure Fork Caps for Showa non-cartridge, Kayaba* **$49.95**
- *Simons Anti-Pressure Fork Caps w/adj. rebound damping for Showa cartridge forks (most Honda CRs)* **$79.97**
- *SF Seal Grease* **$1.95**

WHITE BROTHERS CATALOG

There's a lot more where this came from! Latest 1987 112-page White Brothers Color catalog Number 11 offers a complete line of Dirt Bike, ATV and Street Bike performance products. Free on request with order or send **$3** *to cover postage and handling. Includes a* **$5 Free Credit** *redemption coupon for your next purchase. White Brothers Race Jersey* **$19.95**. *White Brothers Race Pants* **$94.95**.

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Special winter compound will not freeze in snow or ice. Front and rear, studded or not.
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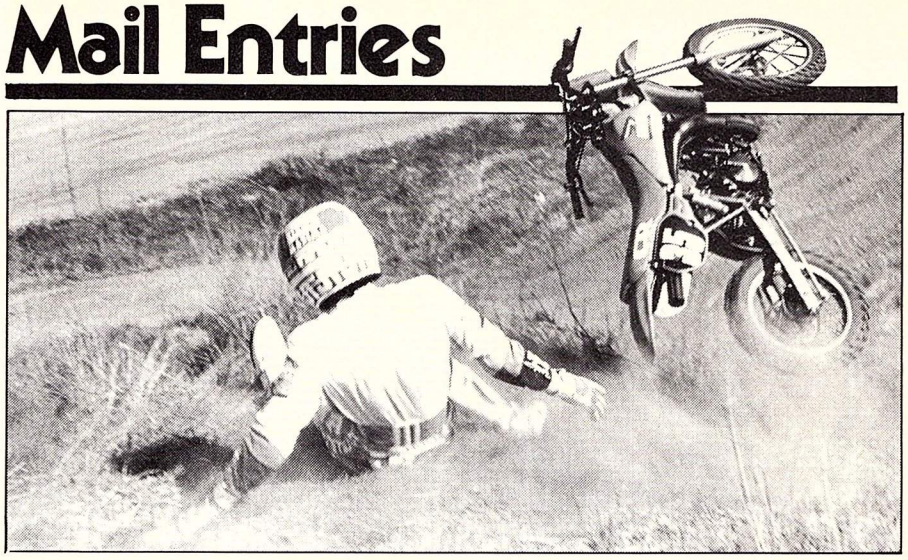
Mail Entries



IN DEFENSE OF THE CR80

Dear *MXA*,

I race and ride a 1987 CR80 and was wondering how competitive my bike will be in 1988. I just brought home a brand-new bike. There is no way in the world I can afford an '88.

Justin Wright
Nyssa, OR

(Your '87 CR80 is more than competitive in 1988. Keep it and enjoy it.)

CHANGING OF THE GUARD

Dear *MXA*,

Thanks for listing our "Brown City MX" track in your December '87 issue. We took over the track this past year, and would like to say thank you to all the riders who came out and made our first season a great one. Anyone wishing to contact us about the 1988 schedule can use the new number and address listed below.

Larry and Mary Franckowiak
14826 Burt Rd.
Capac, MI 48014
(313)346-2259

IN DEFENSE OF PERFORMING MONKEYS

Dear *MXA*,

I am writing in response to the letter from our British friend in your January '88 issue. First, Mr. Clements, Rick Johnson is the world's number one rider. Second, what does anybody from England know about Stadium Cross? It's Supercross, by the way. Third, those performing monkeys have won the last seven MX des Nations. Now go home to England, take your Katoom and try to get those monkeys off your back!

Toby Pendley
Odessa, TX

IN DEFENSE OF THE 500 CLASS

Dear *MXA*,

I saw my first MX race in 1970 and will never forget it. I was ten at the time, and worked my way up to race the Open class at age 14, weighing all of 110 pounds. One of my greatest accomplishments was turning Expert, and I did it on a 500cc bike. I grew up with the sport. It helped shape my character and taught me a lot about human nature and desire. It worries me to see where the sport is heading at times. Camaraderie is slipping, and so is the ability of the movers and shakers to make competent decisions. By banning the 500 Class, we will be turning our backs on a large portion of the sport. I've seen the greatest riders in the world, and many of them were on 500cc bikes. It used to be that outside influences were what hurt the sport, but now it seems that the people on the inside are the ones we have to be watchful of. Mastering a 500cc motorcycle is an art. I hope it is never forgotten.

Jim Giuffra
Sutter Creek, CA

IN DEFENSE OF DAMON

Dear *MXA*,

I am writing in regard to the letter published in the November '87 issue concerning Damon Bradshaw's racing program. We were real pleased that an MX mom would write in about Damon, but most of all, we were pleased with your answer to her question! At age seven, Damon handwrote a letter to a local shop requesting dealer support. From that year on, his results, talent and attitude toward life and people have helped his program. Thanks for the fine writing and photographs recently published. We read your magazine every month, but have a problem: We need *four* copies to keep the family from fighting over who gets to read *MXA* first!

Randy and Marcia Bradshaw
Charlotte, NC

MAYBE HE LIKES YOU

Dear *MXA*,

I think Rick Johnson should wear a size-25 helmet! I talked with him at the Houston Supercross, and I guess because I am a female rider, he acted like he is Mr. Man of the World. Hurray for stars like Jeff Ward and Johnny O'Mara who are big on talent and not so big on themselves!

Jan Hawkins
New Orleans, LA □

DG THE HORSEPOWER ADVANTAGE.

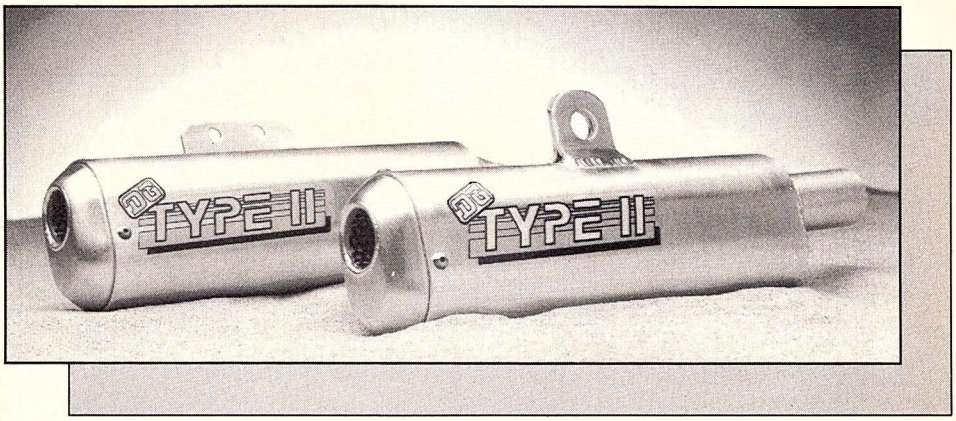
"TYPE II™" OVAL SILENCERS

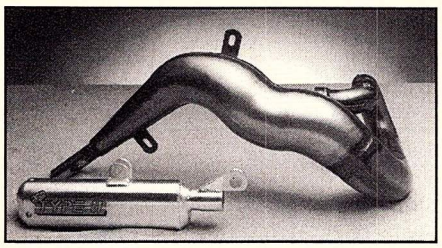
Welcome to the latest advancement in silencer technology. The "TYPE II" oval.

Our free flowing design offers virtually no obstruction to exhaust gases; yet our exclusive 42% open area perforated core reduces exhaust noise to an acceptable level while maintaining a throaty "factory" sound. Constructed of lightweight 6061 T-6 aluminum with a rebuildable/repackable silencer body.

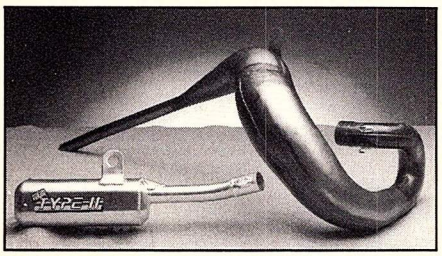
The DG "TYPE II" oval silencer is available for virtually every two-stroke model from 1980 thru 1988.

Price: $49.95





CR500



RM250

DG NATIONAL PIPES

A properly designed exhaust system is the single largest power gain to be had from a 2-stroke engine. Bolting on a DG "National Pipe" will give you a power gain second to none! These pipes will allow your bike to pull harder out of the corners and gives you incredible straight line acceleration. All "National Pipes" are hand fabricated one at a time using only the highest quality hydro-formed steel available. DG "National Pipes" have crossed the finish line first more times than any others.

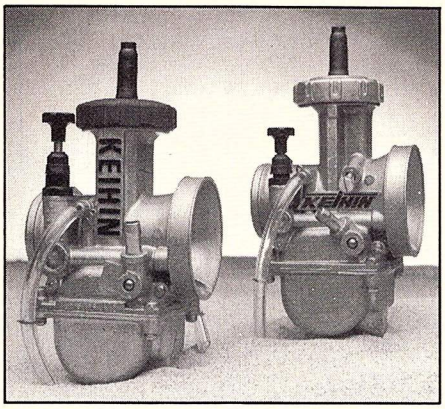
Priced from $89.95 to $129.95

Available for:

All Honda CR 80's, 125's, 250's and 450/480/500's.
All Yamaha YZ 80's, 125's, 250's and 465/490's.
All Suzuki RM 80's, 125's, 250's and 465/500's.
All Kawasaki KX 80's and 125's.

EXHAUST PACKAGE

Buy any "National Pipe" and a "TYPE II" Oval Silencer and save $10 off the retail price!



THE KEIHIN™ SUPREMACY

After three short years, Keihin Carburetors have become the supreme force in the MX world.

In 1985, 1986, and 1987, Keihin Carburetors crossed the finish line first enough times to win the AMA Supercross Championship and all three AMA National Championships each year.

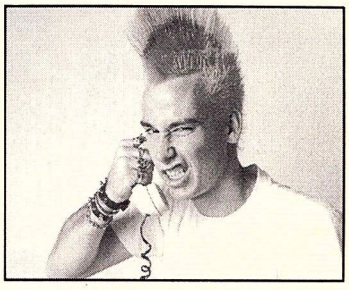
Keihin has a carburetor for all MX bikes from the proven PJ Oval Valve Series to the innovative PWK "D" Valve Series.

The "D" Shaped throttle valve increases air velocity over the metering circuits to improve the fuel delivery to the engine. The result: incredible low-end snap out of the turns and brutal in-line acceleration.

In stock for all '88 250's and 500's. The PWK 28mm is available for all 80cc bikes.

Priced from $109.95 to $149.95

PWK 28mm	$109.95	PJ 36mm	$139.95
PWK 35mm	$149.95	PJ 38mm	$149.95
PWK 39mm	$179.95		
PJ 34mm	$129.95		



SPIKE SAYS, CALL NOW ON THE DG HOTLINE!

Ray-Hawk Haircut—$10*
*For blue coloring add $2

GIVE US A CALL! Our experienced technical staff will help you select the right performance product for your bike. Send $1 for our Catalog.

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Specify make & year of bike, products, and price. (CA residents add 6% sales tax).

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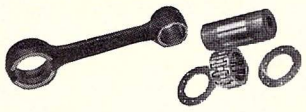
Suzuki. PARTS WAREHOUSE

From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts. "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the lowest prices and the fastest service.

ORDER DIRECT & SAVE!!

CRANK REBUILD KIT



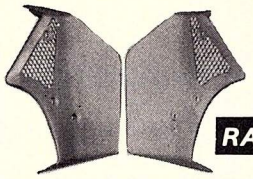
Consists of GENUINE SUZUKI FACTORY parts. ROD, LOWER ROD BEARING, CRANK PIN AND TWO THRUST WASHERS.

RM 80/100 (1976-85)	$46.95
RM 80 (1986-88)	56.95
RM 125 (1975-81)	46.95
RM 125 (1982-88)	60.35
RM 250/370/400 (1976-81)	81.50
PE 175 (all yrs)	56.95
PE 250/400 (all yrs)	75.95

THROTTLE GRIP

GENUINE SUZUKI. Inside plastic assy. and grip. Complete throttle grip. assy.

RM 80/100/125 (all yrs)	$13.95
RM 250/370/400/465/500 (all yrs)	13.95
PE 175/250/400 (all yrs)	13.95



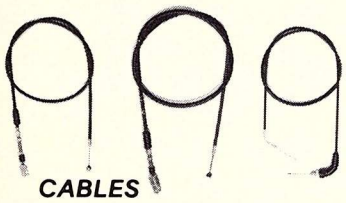
RM 80 (all yrs)	$ 9.40 ea.
RM 125 (1981-88)	12.75 ea.
RM 250 (1982-83)	14.75 ea.
RM 250 (1984-88)	12.75 ea.

INDICATE RIGHT OR LEFT

RADIATOR COVERS

OURY GRIPS

ORIGINAL. In our opinion, the best grips made.
BLUE, BLACK, YELLOW RED . . . . . $7.95 pr.



CABLES

Replace your worn cables with GENUINE SUZUKI FACTORY cables. They fit each year and model exactly.

THROTTLE

RM 80/100/125/250 (1975-88)	$10.95
RM 370/400/465/500 (1976-84)	11.95
PE 175/250/400 (all yrs)	10.95

CLUTCH

RM 80/100/125 (1975-85)	$11.95
RM 80/125 (1986-88)	15.25
RM 250 (1976-81)	12.15
RM 250 (1982-86)	14.65
RM 250 1987-88)	20.95
RM 370/400/465/500 (1976-84)	12.95
PE 175/250/400 (1976-84)	12.95

FRONT BRAKE

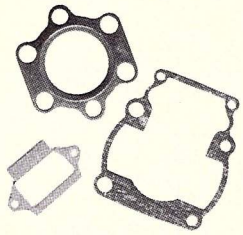
RM 80/100 (all yrs.)	$10.60
RM 125/250/370/400 (all yrs.)	12.95
PE 175/250/400 (all yrs)	12.25

REAR BRAKE

Cable or rod assy.

RM 80/125/250/400 (1979-87)	$ 7.95
RM 80/100/125 (1975-78)	11.75
RM 250/370/400 (1976-78)	13.65
PE 175/250/400 (all yrs.)	12.95

TOP END GASKET KIT



HEAD, BASE & REED GASKET

RM 80/100 (all yrs)	$ 7.50
RM 125/250/370/400 (1975-80)	7.95
RM 125 (1981-85)	8.95
RM 125/250 (1986-88)	12.25
RM 250 (1981-85)	10.75
PE 175/250/400 (all yrs)	8.95

SUZUKI PARTS

Transmission, electrical, seals, bearings, etc.
ANY PART ON YOUR SUZUKI MOTORCYCLE THAT YOU NEED... "WE'VE GOT IT"

TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM...MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW"... YOU MIGHT SAY WE GO "BY THE BOOK"...

SUZUKI'S BOOK!!

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM'S 1982-88 MODELS	$120.00
ALL RM'S, PE's (1975-81 MODELS)	75.00

POWER BORING: The most critical service performed by us is cylinder boring...we call our technique "POWER BORING" which is exactly what you get...MORE POWER...included is:

- special factory clearances,
- all ports chamfered as SUZUKI recommends,
- Exhaust bridge relieved to prevent seizure,
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S . . . . . $35.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here...when done our way...

ALL RM'S AND PE'S . . . . . $35.00 + PARTS

PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON...ANY QUESTIONS? CALL US.

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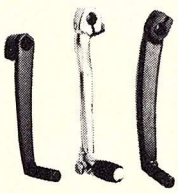
"LIGHTNING BOLT" STICKERS.
These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X.
GUARANTEED to make you go faster . . . . . $3.95 pr.

HANDLE BARS

MAC "SUZUKI WORKS." Same as FACTORY RIDERS use. 4130 chromoloy. GOLD, RED, YELLOW, BLUE.

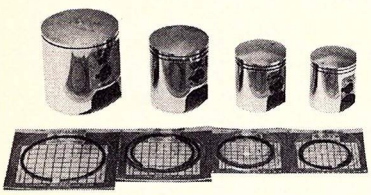
RM'S AND PE'S (all yrs) $26.95

SHIFT LEVERS



GENUINE SUZUKI replacement levers.

RM 80 (all yrs)	$13.95
RM 100/125 (1975-80)	15.25
RM 125 (1981-88)	22.25
RM 250/370/400 (1976-83)	14.25
RM 250 (1984-88)	22.25
PE 175/250/400 (all yrs)	14.25



PISTONS RINGS

GENUINE SUZUKI PISTONS

RM 80 (all yrs)	$20.95
RM 100/125 (1975-88)	29.95
RM 250 (1976-81)	38.65
RM 250 (1982-88)	34.75
RM 370/400/465/500 (all yrs)	45.90
PE 175/250/400 (all yrs)	38.65

GENUINE SUZUKI RINGS

RM 80/100 (all yrs)	$18.95
RM 125 (1975-86)	19.75
RM 125 (1987-88)	12.50
RM 250/370 (1976)	26.25
RM 250/400/465/500 (1977-88)	11.95
PE 175 (all yrs)	20.95
PE 250 (all yrs)	11.95
PE 400 (all yrs)	25.40

SALVAGE

USED DIRT BIKE PARTS
RM'S-PE'S
CALL FOR PRICES

FORK SEALS

GENUINE SUZUKI, designed to fit each year and model exactly. IMPROVED DESIGN.

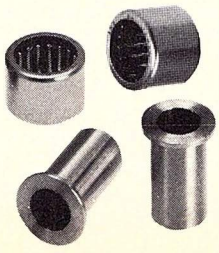
RM'S AND PE S (all yrs)	$8.50 pr.
BEL-RAY FORK OIL	$2.50

SWING ARM PIVOT SHAFT AND NUT KIT.

Consists of FACTORY pivot shaft and castle nut.

RM 80/100 (all yrs)	$ 8.35
RM 125/250/370/400 (all yrs)	14.25
PE 175/250/400 (all yrs)	12.95

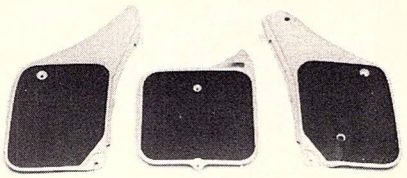
SWING ARM BEARING AND SPACER KIT



Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

RM 80/100 (1976-85)	$20.95
RM 80 (1986-88)	27.95
RM 125 (1975-80)	20.95
RM 125 (1981-88)	27.95
RM 250/370/400 (all yrs)	32.95
PE 175 (1978-81)	20.95
PE 175 (1982-84)	27.95
PE 250/400 (all yrs)	34.75

NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. BOLTS RIGHT ON.GENUINE SUZUKI.

FRONT NUMBER PLATE

RM 80/100/125 (all yrs)	$12.95
RM 250/370/400 (all yrs)	13.95
PE 175/250/400 (all yrs)	12.95

SIDE PANELS

RM 80 (all yrs)	$18.95 ea.
RM 100 (all yrs)	23.15 ea.
RM 125/250/370/400 (1975-85)	21.95 ea.
RM 125/250 (1986-88)	19.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

Please indicate right or left panel

New — MAC's PHASE III RACING FILTERS.

NEW IMPROVED dual stage foam air RACING filters, specially designed for RM'S & PE'S.
- Hi air flow • Superior dirt stopping ability.
- Proven effective in NATIONAL & INTER-NATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

RM 80 (all yrs) (special cage)	$14.95
RM 100/125/250/370/400 (1978-80)	12.95
RM 125/250/465/500 (1981-83)	11.95
RM 125/250 (1984-88)	14.95
PE 175/250/400 (all yrs)	12.95
BEL-RAY FOAM AIR FILTER OIL	2.95

BOYSEN DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (all yrs)	$10.95
RM 100/125 (1976-81)	12.95
RM 125 (1982-83) & (1987-88)	25.95
RM 125 (1984-86)	12.95
RM 370/400 (all yrs)	13.95
RM 250/465/500 (1981-88)	29.95
PE 175/250/400 (all yrs)	13.95

SEAT COVERS

MAC. SEAT COVERS

Finest quality, fits your RM exactly.
RM'S (all yrs) $18.95

MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover.
RM 125/250/465/500 (1981-88) . $39.95
Covers available in blue or black.

MAC TANK COVERS, protects your bike's good looks with a skin tight fit.

RM 80/125/250/465/500 (1981-86) $19.95

CRANK MAIN BEARING AND SEAL KIT

GENUINE SUZUKI FACTORY PARTS. Consists of two Suzuki's NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80 (all yrs)	$27.25
RM 100/125 (all yrs)	32.25
RM 250 (all yrs)	33.95
RM 370/400 (all yrs)	38.75
PE 175/250/400 (all yrs)	32.95

CYLINDERS GENUINE SUZUKI

RM 80 (1976-88)	$124.85
RM 100 (all yrs)	144.85
RM 125 (1975-80)	170.80
RM 125 (1981-86)	141.95
RM 125 (1987-88)	165.75
RM 250 (1976-81)	199.75
RM 250 (1982-88)	173.95
RM 370/400 (1976-80)	241.90
PE 175 (all yrs)	185.35
PE 250/400 (all yrs)	228.50

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80/100 (1976-82)	$13.95
RM 80 (1983-88)	17.95
RM 125 (1975-80)	14.25
RM 125 (1981-85)	18.40
RM 125 (1986)	22.25
RM 125 (1987-88)	27.25
RM 250/370/400 (1976-85)	18.80
RM 250 (1986-88)	24.50
PE 175/250/400 (all yrs)	17.95

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

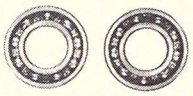
RM SERIES (1975-81) TWIN SHOCK	$13.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK	$13.95
PE 175/250/400 (1977-80)	13.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs)	$21.50
RM 100/125 (all yrs)	39.95
RM 250/370/400 (all yrs)	41.95
PE 175/250/400 (all yrs)	39.95

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT

RM 80/100 (1976/83)	$12.75 pr.
RM 80 (1984-88)	15.75 pr.
RM 125/250 (1975-83)	13.50 pr.
RM 125/250 (1984)	19.25 pr.
RM 125/250 (1985-88)	13.50 pr.
RM 370/400 (all yrs)	12.95 pr.
PE 175/250/400 (all yrs)	12.95 pr.

REAR

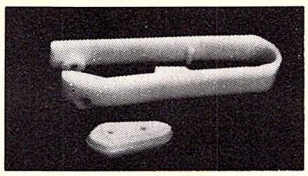
RM 80/100 (all yrs)	$14.25 pr.
RM 125 (all yrs)	13.95 pr.
RM 250/370/400 (1976-83)	15.40 pr.
RM 250 (1984-88)	16.50 pr.
PE 175/250/400 (all yrs)	15.40 pr.

STATOR PLATE ASSEMBLY

GENUINE SUZUKI FACTORY ASSY.

RM 80 (all yrs)	$ 83.95
RM 100 (all yrs)	114.95
RM 125 (1976-78)	121.15
RM 125 (1979-88)	95.85
RM 250 (1976-81)	89.85
RM 250 (1982-88)	99.45
RM 370/400 (1976-80)	115.10
PE 175/250/400 (all yrs)	89.95

CHAIN BUFFER SET

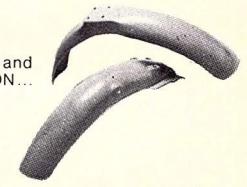


Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs)	$12.95
RM 100 (all yrs)	17.50
RM 125/250/370/400 (1975-79)	11.95
RM 125/250/400 (1980-88)	17.95
PE 175/250/400 (all yrs)	15.50

FENDERS

ORIGINAL...STOCK. Fit perfectly for each year and model. NO DRILLING HOLES. BOLTS RIGHT ON... TEAM SUZUKI COLOR.



FRONT

RM 80 (all yrs)	$29.95
RM 100/125/250 (1975-79)	41.95
RM 125/250 (1980-88)	35.95
RM 370/400 (all yrs)	41.95
PE 175/250/400 (all yrs)	41.95

REAR

RM 80 (all yrs)	$25.95
RM 125/250 (all yrs)	31.95
RM 100/370/400 (all yrs)	42.95
PE 175/250/400 (all yrs)	45.95

BRAKE SHOES

GENUINE SUZUKI...same as used by the FACTORY TEAM. You can't buy any better.

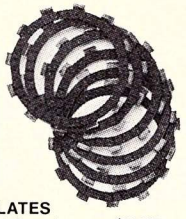
FRONT

RM 80/100 (all yrs)	$ 9.95 pr.
RM 125 (1975-84)	11.95 pr.
RM 250 (1976-84)	13.95 pr.
RM 370/400/465/500 (1976-84)	13.95 pr.
PE 175/250/400 (all yrs)	13.95 pr.

REAR

RM 80 (all yrs)	$10.25 pr.
RM 100/125 (all yrs)	11.75 pr.
RM 250/370/400 (1976-80)	16.65 pr.
RM 250 (1981-86)	11.75 pr.
PE 175/250/400 (all yrs)	14.95 pr.

SUZUKI CLUTCH PLATES



FIBER DRIVE PLATES

RM 80/100/125 (all yrs)	$5.50 ea.
RM 250/370/400/465/500 (all yrs)	7.60 ea.
PE 175/250/400 (all yrs)	7.60 ea.

STEEL DRIVEN PLATES

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. Gain MORE POWER. They grab harder and last much longer. The way to go for AGGRESSIVE RIDERS.
RM 100/125 (all yrs) . . . . . $5.95 ea.

SPROCKETS...CHAIN

BLACK LIGHTNING

RACING SPROCKETS

REVOLUTIONARY (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 (all yrs)	$ 9.95
RM 370/400/465/500 (all yrs)	10.95
PE 175/250/400 (all yrs)	11.95

REAR

BLACK LIGHTNING:

ORIGINAL. Hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.

RM 80 (all yrs)	$29.95
RM 100/125/250 (all yrs)	32.95
RM 370/400/465/500 (all yrs)	35.95
PE 175/250/400 (all yrs)	33.95

BLACK LIGHTNING:

"NEW GROOVE", WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the BEST • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting.

RM 80 (1981-88)	$32.95
RM 125/250 (1980-88)	35.95

CHAIN

D.I.D. HI-SPEED CHAIN. Pre-stressed, special heat treated for hardness.

THE WINNERS CHOICE

RM 80 (all yrs)	$22.95
RM 100/125 (1975-79)	26.95

DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.

RM 125/250 (1980-88)	$35.95
RM 370/400/465/500 (all yrs)	36.95
PE 175/250/400 (all yrs)	35.95

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- INSTALLS ON YOUR STOCK SEAT PAN.

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CALL **714-979-4810**

Ask the MXperts

HOW TO GET CHAINED

Advice from chain guru Vic Krause

☐ Vic Krause is the founder and president of Krause Racing, and has been involved in the sport since 1968. Vic originally built his reputation as a motor and suspension hop-up specialist but has recently put his degrees in engineering to use developing and refining chains and sprockets to meet the demands of motocross. Vic is the man behind the SideWinder grooved sprocket. The *MXA* wrecking crew is notorious for thrashing chains, so we went to Vic to find a cure for our bad habits.

MXA: *Why is it that chains wear out so fast, even though they are kept well lubed and adjusted?*

Vic: The problem comes from several sources. First, many riders make the mistake of adjusting the chain without any load on the suspension. As the wheel swings through the suspension arc, the tension on the chain increases by a substantial amount.

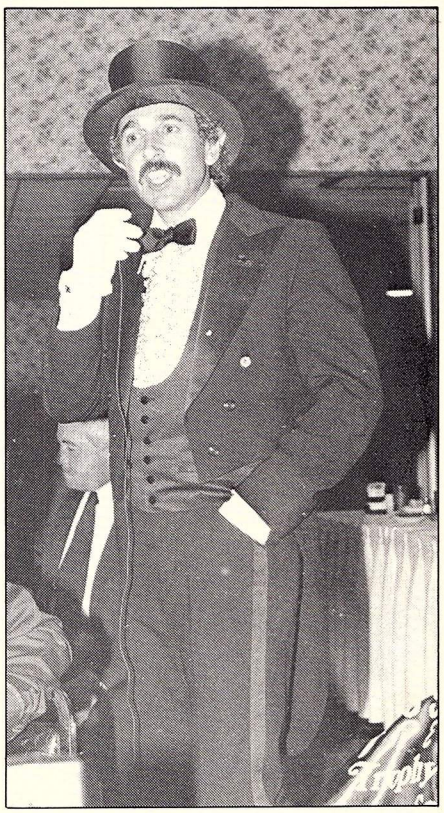
A second reason is that wheel and swingarm bearings are often worn out. This causes a lot of side-to-side motion in the wheel and swingarm, which results in side-loading on the chain. The side-loading causes the side plates of the chain to flex, which is something they are not designed to do.

Thirdly, chains do not stretch as a whole unit, they stretch in sections, which many people don't realize. The chain will stretch in a small area after a hard landing off a jump, or if a stone sticks in the sprocket for an instant. Racing on a Supercross track takes more out of the life of a chain than riding without a lubed chain. Those types of stresses can result in a chain being properly adjusted in one section, and not in another.

MXA: *Okay, so how does one avoid these problems?*

Vic: The chain should be adjusted under a load, not with the bike sitting on a stand. The wheel and swingarm bearings should be periodically checked and kept well lubed. Of course, the wheel must be properly aligned, and the chain adjustment should be checked in more than one place.

I believe the easiest way for a rider to check for proper adjustment is to use our "Judge" adjustment tool. In six seconds he can tell if it is correctly adjusted or not, or if the chain is worn or stretched beyond usefulness. Just a small plug (laughs).



Style king: Vic Krause is not only renowned for his expertise in chains and gearing, but in fashion, as well. Vic finds a black tux to be the best setup for fancy affairs, as well as for wiping off excess chain lube.

MXA: *Are O-ring chains worth the expense for a motocrosser?*

Vic: Yes! The extra $20 will get you a chain that has a life span close to twice that of a standard chain. The O-ring chain is more cost-effective than a standard chain. The rubber O-rings seal out the contaminants that cause a chain to stretch. The chain should be lubed to keep the rubber O-rings pliable and doing their job.

I recommend them even for 125s. Many riders feel the weight is too much, but what they don't realize is that the 520 chain was designed over 30 years ago for low-horsepower street bikes.

MXA: *Is there something wrong with the 520 chain?*

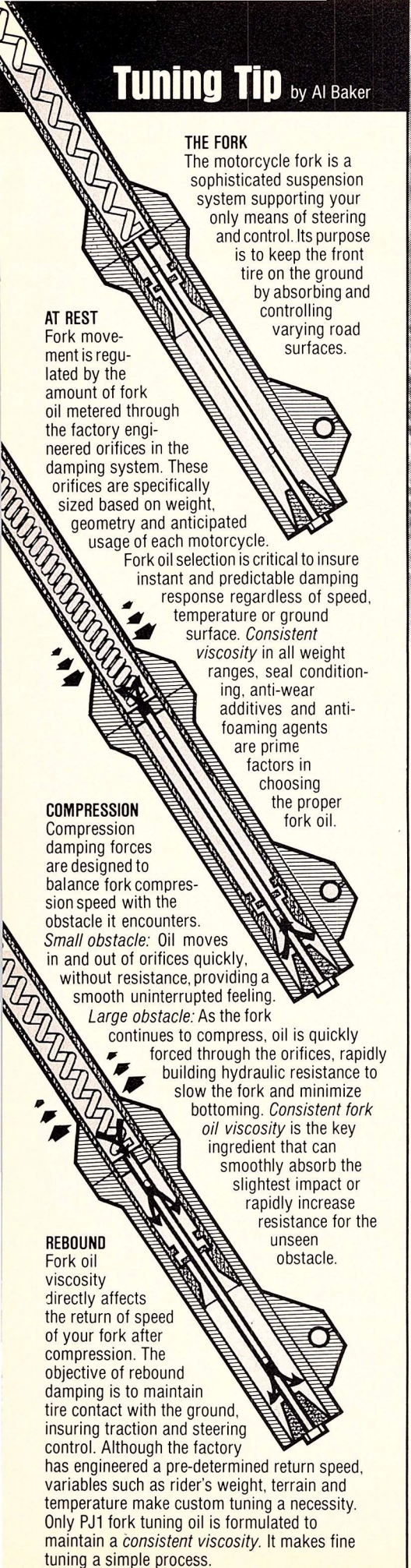
Vic: Yes, today's racing exceeds the original design standards of the 520 chain. A 520 chain is designed to withstand loads of 7000 to 7200 psi. That just doesn't cut it with the types of riders and tracks we have now.

We have a chain that rates 10,000 psi, and I know Malcolm Smith has one that rates 8000 psi. The old 520 chain is simply not cost-effective when compared with those two chains.

* * *

For more info contact Krause Racing, 111 Fairbanks St., Addison, IL 60101. ☐

Tuning Tip by Al Baker

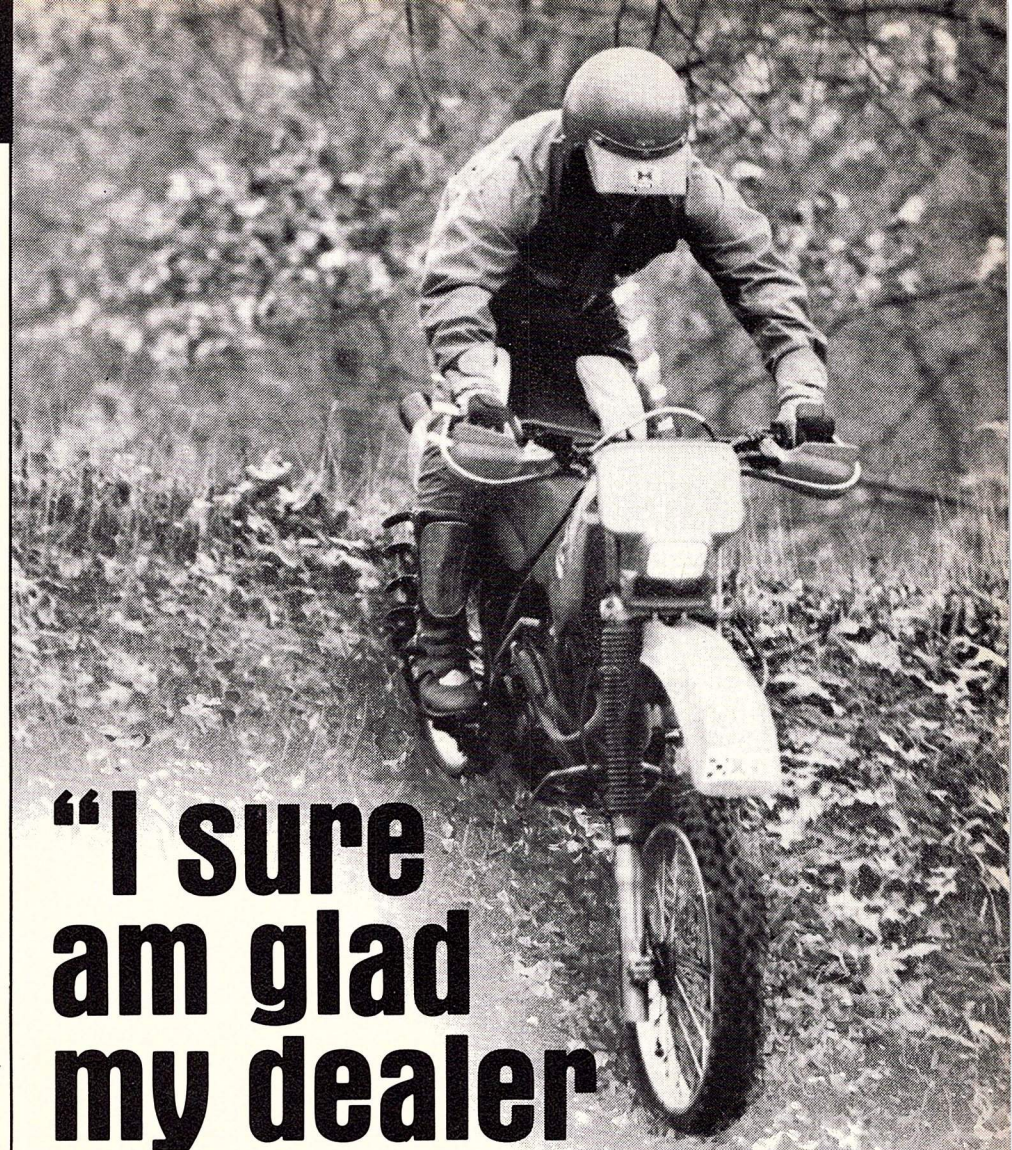


THE FORK
The motorcycle fork is a sophisticated suspension system supporting your only means of steering and control. Its purpose is to keep the front tire on the ground by absorbing and controlling varying road surfaces.

AT REST
Fork movement is regulated by the amount of fork oil metered through the factory engineered orifices in the damping system. These orifices are specifically sized based on weight, geometry and anticipated usage of each motorcycle. Fork oil selection is critical to insure instant and predictable damping response regardless of speed, temperature or ground surface. *Consistent viscosity* in all weight ranges, seal conditioning, anti-wear additives and anti-foaming agents are prime factors in choosing the proper fork oil.

COMPRESSION
Compression damping forces are designed to balance fork compression speed with the obstacle it encounters. *Small obstacle:* Oil moves in and out of orifices quickly, without resistance, providing a smooth uninterrupted feeling. *Large obstacle:* As the fork continues to compress, oil is quickly forced through the orifices, rapidly building hydraulic resistance to slow the fork and minimize bottoming. *Consistent fork oil viscosity* is the key ingredient that can smoothly absorb the slightest impact or rapidly increase resistance for the unseen obstacle.

REBOUND
Fork oil viscosity directly affects the return of speed of your fork after compression. The objective of rebound damping is to maintain tire contact with the ground, insuring traction and steering control. Although the factory has engineered a pre-determined return speed, variables such as rider's weight, terrain and temperature make custom tuning a necessity. Only PJ1 fork tuning oil is formulated to maintain a *consistent viscosity.* It makes fine tuning a simple process.



"I sure am glad my dealer recommended PJ1 Fork Oil"

Mike Burlingham,
President of Cycle Conservation Club of Michigan
Years Riding: 17
Current Motorcycles:
Honda XR350
BMW 100RT

"Optimum off-road handling requires maintaining tire contact with the constantly changing terrain. You don't want any surprises from your suspension system. Riding in Michigan, where the daily temperatures can vary 30° or more, my bike's handling changed with the temperature. Stiff in the morning, spongy in the afternoon.

"My dealer told me the problem was my fork oil and recommended PJ1. He explained that unlike other fork oils, PJ1 is enhanced with special pour depressants to maintain a *consistent viscosity,* through a wide range of temperatures. The first time I used PJ1 fork tuning oil, I could feel the difference. For more than five years now, no matter what the temperature or terrain, my ride is totally predictable."

Only PJ1 makes a *consistent viscosity fork tuning oil.* Try it. The difference will amaze you. Available at better dealers everywhere.

To order, send $2.75 plus $1.50 postage and handling to PJ1 Corporation
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Always insist on #1

16th ANNUAL WINTER OLYMPICS

TRAVELING, TU

Thanksgiving pilgrimage to the sunshine state

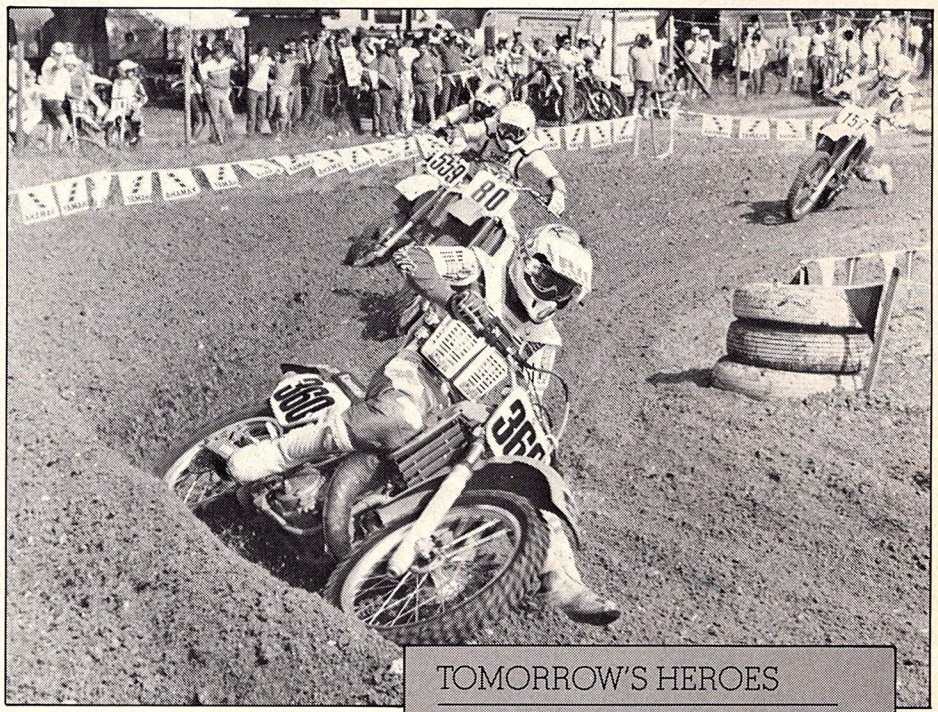
By Todd Smith

☐ Thanksgiving means turkey, cranberry sauce, cold weather, apple cider, football, cheese and crackers, more turkey, aunts, uncles, parents, grandparents, nieces, nephews, in-laws, friends, strangers, traveling, eggnog, stuffing and feeling stuffed.

While most of America spends Thanksgiving indulging in tasty morsels and enjoying (or hating) the company of relatives, there is an elite group of hard-core athletes and their families who are not satisfied with the bounty of autumn. They long for something more. They long for motocross.

These "hard-cores" make the pilgrimage to the sunny climes of Florida to participate in the Winter Olympics, an event that combines four different types of off-road racing. Riders compete in Tourist Trophy (TT), Supercross, motocross and Grand Prix racing, and must consistently place at the top to be crowned an Olympiad winner.

The racing is intense, as some of the country's best racers from the Novice, Intermediate and Expert ranks compete for the national recognition of being an Olympiad Champion. Despite the on-track intensity, the event lacks the pressure of the other Amateur championships, and the atmosphere in the pits is more relaxed. After 16 years the event continues to grow, with over 1700 riders and their families attending, proving that the sport of motocross is by no means dying.



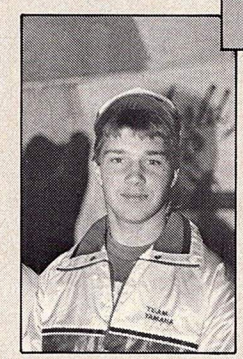
What's this, a berm? The Tourist Trophy track featured wide, sweeping turns; basic jumps; and long, fast straights. Denny Stephenson hooks up in one of the few berms on the course while Jason Langford (80), Mike Larrocco (559) and Kenny Kizzar (157) flattrack behind him.

TOMORROW'S HEROES

RISING AMATEUR TALENT

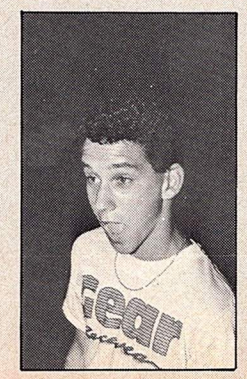
• Amateur events such as Ponca City, Loretta Lynn and the Winter Olympics are excellent venues for watching the motocross stars of tomorrow, today. *MXA* spoke to some of America's hottest riding talent at the Winter Olympics about their week in Florida. •

DAMON BRADSHAW
BIRTH DATE: 7-19-72
HOMETOWN: Charlotte, NC
CLASS: 125-250 A
SPONSORS: Yamaha, Pro Circuit, Fox, Scott, Barr's Competition, 100%, PJ1, Bell, Acerbis, Life's A Beach, Mom and Dad
COMMENTS: "I didn't expect to do as well as I did. I got pretty banged up dicing with Matiasevich in the 250s. I was real happy to win the 125 Class ahead of Mike Craig and Jeff, because they're such good riders. I had some bad luck, but that's racing."



BRIAN BROUSSARD
BIRTH DATE: 4-10-72
HOMETOWN: Jacksonville, FL
CLASS: 125-250-500 C
SPONSORS: AMB's Yamaha, Gear
COMMENTS: "This is only my second year of racing, so I'm very happy to have won. I hope it helps me get more sponsors. I like this event better than the other Nationals, because the races and tracks are different, and the motos are longer. Plus, it's close to home."

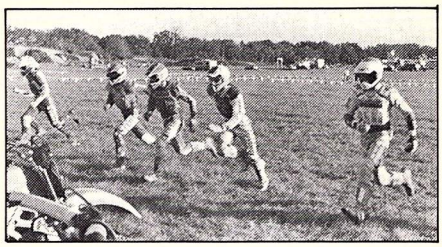
GREG RAND
BIRTH DATE: 1-5-77
HOMETOWN: Hillsboro, OH
CLASS: 65cc, 7 to 11
SPONSORS: Gear, Yamaha of Washington Courthouse
COMMENTS: "I'm happy I won the Olympiad. The trophy is enormous! I had a lot of fun racing the Supercross and TT, but the motocross and Grand Prix were really rough. I like racing against guys from other parts of the country, and I can't wait to do it again!"



BRIAN SWINK
BIRTH DATE: 12-16-72
HOMETOWN: Fenton, MI
CLASS: 85cc, 14 to 15
SPONSORS: Kawasaki, Gear, Scott, PJ1, DMC
COMMENTS: "Everything went perfect! I had a few bad starts, but I was able to pull it out. I think this type of event shows who the best riders are. I'm looking forward to moving up to the big bikes soon and, hopefully, I'll keep on winning."

RKEY & MOTOCROSS

Duel of death: Chad Pederson (315), John Kitsch (219) and Jeff Emig (hidden) engaged in a moto-long dogfight in the final 125 B Class race. Kitsch finally gunned down the other two to take the win and the overall.

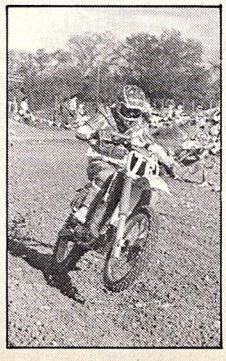


On your mark: The Grand Prix event featured a LeMans (run to your bike) start. (L-R) Damon Bradshaw, Mike Craig, Jeff Matiasevich and Keith Johnson sprint to their bikes. Johnson got the holeshot, but Craig got the win after Johnson's bike broke.

Maybe next year: Georgia's Ezra Lusk came to Florida as the favorite to win the 85cc 12-13 Olympiad title. Ezra was blazing-fast when he was on two wheels, but unfortunately, several crashes kept him out of contention for the championship.

JOHN KITSCH
BIRTH DATE: 2-8-71
HOMETOWN: Saginaw, MI
CLASS: 125-250 B
SPONSORS: Kawasaki, Tuf Racing, Scott, PJ1, American Competition, Dunlop, Devol
COMMENTS: "I had a good week! I won every overall and every moto of the motocross events. It wasn't easy, though. The competition is tough, and there is very little room for error. I had a good time."

MIKE CRAIG
BIRTH DATE: 1-8-70
HOMETOWN: Oklahoma, CA
CLASS: 125-250 A
SPONSORS: Yamaha, Pro Circuit, Maxima, Scott, JT Racing, Trick Gas, WD-40, Life's A Beach
COMMENTS: "It was a lot better than the other Nationals because there were more events and longer races. This is the second year that I've come in second by one point. I was pumped to win the Grand Prix. I thought I was going to pull off the Olympiad win, but Chicken put on a great ride to get the overall! Oh well, maybe next year."



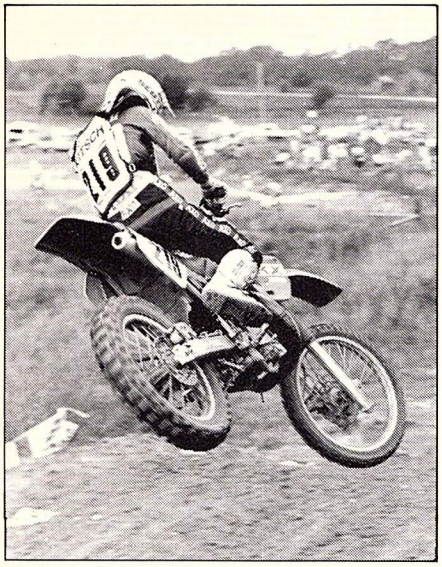
Athie Sanders

Athie Sanders

DAVID BECKINGTON
BIRTH DATE: 12-29-72
HOMETOWN: Saline, MI
CLASS: 125cc, 12 to 15
SPONSORS: Honda, Gear, Larrocco Cycles, Marathon Oil, Mom and Dad
COMMENTS: "This is really great, winning like this. Hopefully, I'll be able to do the same next year at the other Amateur Nationals. I'm looking forward to next year."

KEITH JOHNSON
BIRTH DATE: 12-11-70
HOMETOWN: Pembroke, MA
CLASS: 250 A
SPONSORS: Kawasaki, DMC, AXO, Scott, RK Chain, Circle Industries, Shoei, Bridgestone, Brockton Cycle Center
COMMENTS: "The competition was great, but I'm not pleased with my performance. The tracks were a lot of fun to race on, especially the Grand Prix course. It felt good to lead that event. I'm just bummed that my bike broke. It was real challenging, running the MX track backwards and then running through the Christmas Tree Forest. Very tricky!"

WINTER OLYMPICS



Mafia-dom: The Michigan Mafia has a new leader in 16-year-old John Kitsch. John captured the B Class Olympiad crown and the Scott Golden Goggle award by winning every event he entered, including all the motos in the motocross classes.

Athie Sanders

Show stoppers: The A Class motocross battles between Damon Bradshaw (68), Jeff Matiasevich (201), Mike Craig and Mike Larrocco made for standing room only along the fences. Promoter Bill West was so impressed with the racing that he doubled the purse.

1987 OLYMPIAD WINNERS

65cc 7-11
Greg Rand (OH) . . . . . Kaw

85cc 7-11
Craig Decker (CA) . . . . . Yam

85cc 12-13
Butch Smith (CA) . . . . . Suz

85cc 14-15
Brian Swink (MI) . . . . . Kaw

125cc 12-15
Dave Beckington (MI) . . . . . Hon

125/250/500
Brian Broussard (FL) . . . . . Yam

125 B
Chad Pederson (IA) . . . . . Yam

250 B
John Kitsch (MI) . . . . . Kaw

125-250 A
Jeff Matiasevich (CA) . . . . . Kaw

Bronze Bike
Brian Swink (MI) . . . . . Kaw

Golden Goggles
John Kitsch (MI) . . . . . Kaw

GRAYSON GOODMAN
BIRTH DATE: 10-3-71
HOMETOWN: Plano, TX
CLASS: 125-250 B
SPONSORS: Yamaha, Scott, AXO, Barr's Competition, Central Yamaha
COMMENTS: "This event is all-around more fun to race than other Nationals, because of less pressure and the different types of racing. This is a battle of adapting best to the different kinds of racing. You can win the Olympiad by being consistent. It's less technical than Ponca or Loretta Lynn."

CHAD PEDERSON
BIRTH DATE: 5-25-71
HOMETOWN: Fort Dodge, IA
CLASS: 125-250 B
SPONSORS: Yamaha, Fox, Scott, PJ1, Maier Plastic
COMMENTS: "I like racing these different types of events. It's something I don't normally get to do. The motocross track is definitely the best of the Amateur National tracks, with lots of lines and places to pass. Here you can win even if you don't holeshot."

DENNY STEPHENSON
BIRTH DATE: 8-13-70
HOMETOWN: Omaha, NE
CLASS: 125-250 A
SPONSORS: Kawasaki, Malcolm Smith, DMC, Scott, PJ1
COMMENTS: "I had great starts all week. Unfortunately, I didn't work hard enough before the event, so I wasn't in the condition I could have been. I need to work on my strength and endurance. This track is rough in the sand sections, so conditioning is important. I'm looking forward to racing the East Coast Supercross series in '88."

MIKE LARROCCO
BIRTH DATE: 2-21-71
HOMETOWN: La Porte, IN
CLASS: 125-250 A
SPONSORS: Yamaha, Scott, PJ1, Gear, RK Chain, Larrocco Cycles
COMMENTS: "I need to get better starts. I know I have the speed to win. I just need to stay out of the back of the pack at the start. I had a good time this week, but I'm sore from racing the motocross and the Grand Prix on the same day. The sand got really rough. It was brutal . . . but fun."

BUTCH SMITH
BIRTH DATE: 11-27-73
HOMETOWN: Silver Lakes, CA
CLASS: 85cc, 12 to 13
SPONSORS: PJ1, Suzuki Country Racing, HRP, Trick, Scott, Fast Stands
COMMENTS: "The track was rough, which is how I like it. I'm glad I won. I had a bad year and wasn't able to race the other Nationals because of gangrene in my arm. I've been back riding for only about a month, so I'm happy that I did this well. I really want to thank Bob Hannah for helping me a lot!"

Athie Sanders

CRAIG DECKER
BIRTH DATE: 12-3-75
HOMETOWN: Palm Desert, CA
CLASS: 85cc, 7 to 11
SPONSORS: Yamaha, AXO, Scott, Pro Circuit, Maxima
COMMENTS: "It was a long trip, but I'm glad I came and I won. I think the Olympiad helps one get publicity and recognition. It's great for me and my sponsors. I had fun, and I had some great battles with Kevin Windham. I learned a lot from watching people race, and picked up some new techniques, so now I can go faster." □

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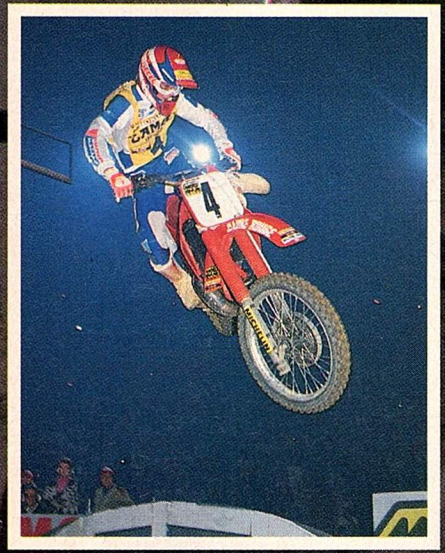
AMERICANS INV

The Paris Supercross—where the race is the sideshow

By Zapata Espinoza



Hometown hero: In 1987, Jean Michel Bayle is to France what Bob Hannah was to America a decade ago. He has a big future ahead of him.

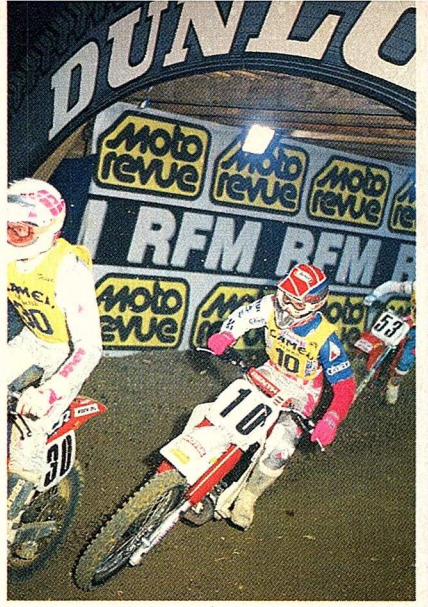
Ready for battle: Jeff Ward and Rick Johnson provided the best racing of the three nights and showed that '88 will be a competitive year back in America. ▼

ADE FRANCE

☐ "Jody, I gotta figure out some way to pick up the KX250, go riding with Larry Brooks and still shoot mountain bike photos with John Tomac today," I said as I rushed into the shop.

"Well, first you've got to go to Paris for the Supercross," he said casually, while cleaning a filter.

"Paris Supercross?" I said to myself, dumbfounded. Could it really be true? Was I going to France to cover one of the most celebrated races of the year? It was true. Sure, I'd lose out on two weeks of badly needed practice before the Golden State series started, but I had been racing the same tracks for over ten years and still hadn't found a way to get around them any faster. So, I was Paris-bound for a week of sightseeing, fine food, Old World culture and, oh yeah, Supercross racing! My excitement, however, was severely strained when the day before I was supposed to leave, I still didn't have an airline ticket. Accompanying me on the flight was Pro Circuit's Mitch Payton and helmet artist Troy Lee, both of whom had their tickets. At the last minute, Air France finally came through with a ticket—I was on my way to gay Paree!



Over and under: Rob Herring blasts under the Dunlop tire bridge on the exciting but small track. Having little room to work with, track designer John Savitski did an excellent job.

Quasimodo's hangout: High atop the Notre Dame cathedral with only the gargoyles for company, all of Paris is visible. The climb to the top is treacherous, but well worth it.

EUROPEAN JOURNAL

DAY ONE: YOGA AT 30,000 FEET

For the week prior to departure, all my friends made sure to wish me luck when I told them I'd be flying with Mitch and Troy. Less than two hours into the trip, I sat and watched **lumps of tuna** fly through the air. Troy never saw them coming!

The 12-hour flight stretched into what seemed like 48. The plane had a lot of empty seats which were quickly filled with prostrate bodies. Sleeping accommodations eventually ran out though, and, unfortunately, we were left sitting. My body ached after assuming over 101 advanced, but **untrained yoga positions** in a mad attempt to find a comfortable sleeping posture.

With a total of four hours of sleep in a period of one-and-a-half days, we arrived at our Paris hotel under gray clouds and in a cold wind. The familiar faces of track designer **John Savitski** and Jeff Leisk's mechanic **Peter Luczkowski** were the first to meet us. Throughout the evening, American riders, mechanics and their girlfriends strolled into the luxurious lobby. "This is going to be a blast!" I kept repeating to myself.

DAY TWO: WHICH WAY TO THE BASTILLE?

After a hearty breakfast of scrambled eggs that could've been eaten through a straw, we headed toward the lobby, which acted as the unofficial meeting, gawking and hangout point for the week. Surrounding the marble fountain were none other than **Honda's Roger DeCoster**, along with Rick Johnson's mechanic Brian Lunniss and one of Honda's newest aquisitions, Jeff Leisk. At their feet lay numerous boxes of pipes, handlebars and tools. It was obvious that a race was in town.

In the corner of the lobby sat Yamaha mechanic Jon Rosentheil, who was waiting for the **French Yamaha importer**. Jon sat

Away they go: Ron Lechien (9) and Jean Michel Bayle (4) blast off for another round of American-versus-European rivalry.

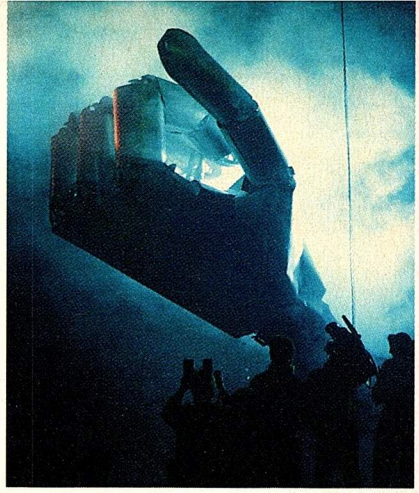
there for over an hour, and we all wondered how anyone could be late in Paris. Sure, there's bad traffic, but nobody drives at the speed limit (if there is one), and even fewer observe the traffic laws (if there are any). It's no wonder that most of the top Formula One drivers are Frenchmen.

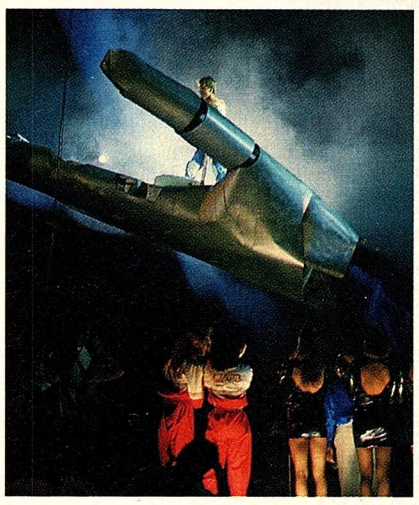
I spent Tuesday sightseeing with Jeff Leisk, who is now considered an American after three years of racing the Nationals. Like all the other top factory riders, Jeff arrived in Paris after racing the **Tokyo Supercross**, and he had this to say: "I spent the last week in Japan, and after Paris I'll be heading to Italy and Switzerland for more Supercrosses. Traveling to new places can get tiring, but it's really exciting. Unlike traveling in the United States, which can be boring, traveling in Europe is great, because each country is totally different from the others. If I didn't like traveling, I wouldn't be racing. The two just go together."

DAY THREE: NOW THE REAL FUN BEGINS

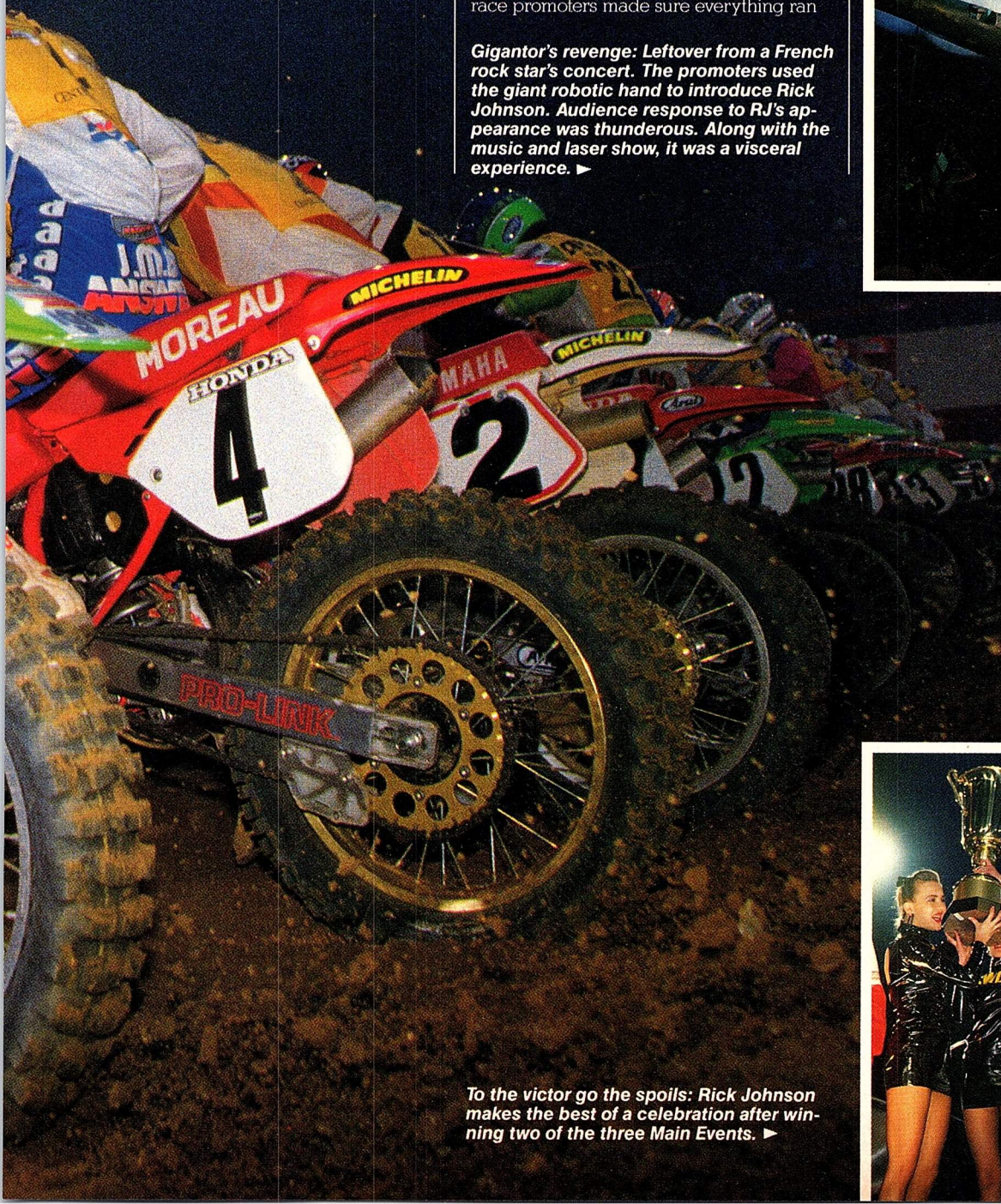
Wednesday was raceday, and most of the riders slept late trying to overcome the effects of jet lag. Expecting to eat breakfast alone, I strolled into the dining room thinking of a way to use sign language to get my eggs cooked, when I saw *him* across the room. It was none other than America's **diplomat of motocross**, the Czar himself, Bevo Forte. Bevo flies over every year at his own expense to be part of the Parisian experience. He had just flown in from the Mini Olympic races in Florida and would go to both the Italian and Swiss Supercrosses following the Paris race. It's his one chance to take a vacation and get away from races!

The American contingent headed down to the magnificent **Bercy Omnisport** stadium at noon to guarantee enough time to work out translation and transportation problems. But there was nary a hitch, as the race promoters made sure everything ran





Gigantor's revenge: Leftover from a French rock star's concert. The promoters used the giant robotic hand to introduce Rick Johnson. Audience response to RJ's appearance was thunderous. Along with the music and laser show, it was a visceral experience. ►



To the victor go the spoils: Rick Johnson makes the best of a celebration after winning two of the three Main Events. ►

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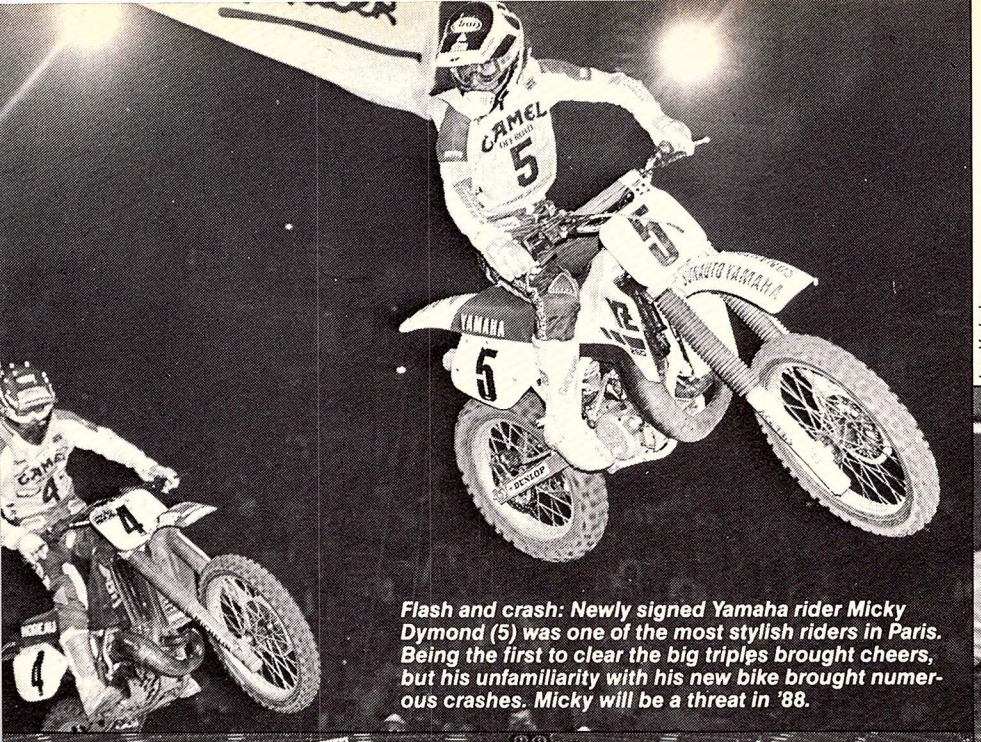

Flash and crash: Newly signed Yamaha rider Micky Dymond (5) was one of the most stylish riders in Paris. Being the first to clear the big triples brought cheers, but his unfamiliarity with his new bike brought numerous crashes. Micky will be a threat in '88.

Hail Britannia: 250 GP star Rob Herring (10) is part of a new wave of young Europeans who are a real threat to the Americans. Even without much Supercross practice, riders such as Herring, Strijbos, Bayle and Van den Berk are still very competitive. ▼

Luc Verbeke

Quality not quantity: The Bercy stadium holds only 16,000 fans, and the three nights of racing were sold out for months in advance. Once the racing starts, the energy level rivals a large rock concert.

◄ Making the grade: 1987 125 World Champion John Van den Berk will be a 250 rider in '88 and has adapted well to the big bikes. His top finish for the three nights was sixth.

smoothly. The stadium is a stunning departure from the design we are all accustomed to. The walls are covered with grass, and rest on diagonal planes. It seats 16,000 people and has a sound system that any major rock group would envy. Added attractions include an array of laser lights and an applause machine. The French know how to put on a good show!

Walking through the pits proved that the Euros aren't about to let the Americans corner the market on **colorful accessories**. Dutch rider Peter Dirkx was sporting a pair of fluorescent green and pink Sinasalo riding pants. Dutch 250 rider Gert-Jan Van Doorn wore a pair of exotically painted Alpine Star boots, and White Power Suspension technician Jon Slenzak was showing off the five new color combinations of White Power's famous upside-down forks.

Yamaha support rider Doug Dubach was found **sleeping in the pits** after his late arrival in Paris. His explanation: "I'm tired and feeling a little sick. I got home from Tokyo yesterday, and my girlfriend didn't pick me up. She had the keys to my house, so I slept on the back porch for four hours. When I finally got in and checked my phone messages, the first one said to come to Paris. It's been a hectic week."

The prerace show for the first night (which was repeated each evening) was simply amazing. The first rider to be introduced was the new French 125 GP hero, 18-year-old **Jean Michel Bayle**. No applause machine was necessary when he came out—the crowd went absolutely wild! One young man next to me screamed . Bayle's name out relentlessly, with the emotion usually reserved only for a French political figure. After the rest of the European riders were introduced with a deafening excerpt of rap music from Run-DMC accompanying each name, the search went out for the '86 and '87 125 World Champions, Davy Strijbos and John Van den Berk. Spotlights searched the circumference of the stadium with no luck. Suddenly, something in the ceiling moved—two riders were being lowered from the rafters on a brightly painted beach-scene platform. It was wild!

Next came the search for the Americans, along with a thunderous recording of the ***Beverly Hills Cop*** theme song. As an array of laser lights and fireworks lit up the stadium, there suddenly appeared Doug Dubach and Rick Ryan astride two large Harley-Davidsons. The two riders stormed into the arena aboard the unfamiliar mounts, while a cast of cheerleaders paraded around them. "Man, I would've liked to take that thing out on the track," said a highly amused Dubach.

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Hard—Rear
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MT-32 SAND X
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300x21 56.95
Sandy—Rear
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500x18 56.95

MT-37 LAGUNA X
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EUROPEAN JOURNAL

Next came an even larger fireworks show and an old **Cadillac convertible** cruising onto the track with Jeff Ward, Micky Dymond and Ron Lechien waving from atop the back seat.

The crowd, now in a state of controlled pandemonium, cheered as the announcer taunted them on the whereabouts of Rick Johnson. Suddenly, the whole stadium went black, except for an array of colored lights which surrounded a large, covered mound in the middle of the track. The drape was then pulled off, revealing a **huge steel hand** which began to move up into the air. Slowly it twisted around with the palm facing up and each robotic finger extended. There on the palm was the Bad Boy himself! The energy level in the small stadium was enough to send a rocket to the moon. "I come here every year as much for the show as for the racing," said Rick. "Each year it gets better and better. The promoters are the best in the world at giving the crowd a good show." When the celebration was over, it was time to start racing. It was easy to forget that there was even more entertainment to come.

The John Savitski designed and built course was small but complete with every possible crowd-pleasing obstacle. As expected, the Americans were the first to clear the **big plateau jump**, with the Euros soon following suit. The only difference between us and them is style, which the Euros get little time to practice.

The Main Event was an American sweep, with **John Van den Berk** finishing sixth as the top Euro. Van den Berk was exciting to watch as he led the race for the first six laps, RJ having to move up from fourth to take the win.

DAY FOUR: RICKY AND BEVO MAKE NEW FRIENDS

Thursday morning started with a tour of Paris with Rick Johnson and **Australia's top motocrosser**, Craig Dack. We ended up at the Eiffel Tower, where, despite his best attempts at disguising himself, Rick was noticed by some fans and surrounded for 20 minutes, signing autographs and having his picture taken. Rick is really respected by his fans for his talent at both racing and public relations. The Metro ride back to the hotel was fun-filled. When Bevo displayed his cowboy tendencies with a bullwhip Mitch Payton had bought from a street vendor, the locals weren't too amused!

By Thursday night things were getting settled in, and both the Yanks and Euros were a lot more confident about the track. The main straightaway contained two small whoops before **a big double jump** which brought riders down just in time to jump the big plateau. Jeff Ward had been eyeing the section all night, thinking of ways to get over the two whoops with enough momentum to clear all the interim jumps and land on the plateau. Before Jeff got a chance to try, Micky Dymond came out and cleanly jumped the double and single (or triple, depending on your point of view). "It was kind of scary," said Dymond afterwards, "but I knew I could do it, because I've jumped a lot farther before. If you look at the jumps and believe you can make it but don't try, you'll go crazy thinking about it. It's all in the drive and getting forward momentum. On the parade lap I knew I'd have to get into a higher gear through the whoops than I had been in before."

Rob Herring hails from Great Britain and, at 17, was one of the youngest riders ever to win a GP. Most of the American riders pegged him as **the next threat** to their

Just like America: The organizers of the Paris Supercross spare no expense or idea to give the crowd a good show. American culture has a big influence on the Parisians and, hopefully, the Paris race will have an influence on the American promoters. Jeff Leisk and Rick Ryan declined the offer to race their Harley-Davidsons.

Luc Verbeke

European vacation: The Americans usually traveled in packs to avoid getting in trouble alone. With the 800-year-old Notre Dame cathedral as a backdrop, (L-R) Mitch Payton, Craig Dack (Australian, but honorary American for the day), Micky Dymond, Troy Lee, Jeff Leisk and Bevo Forte take in the sights of Paris before the race.

Racing out of a suitcase: Rick Ryan typifies the get-up-and-go attitude of intercontinental motocrossers. On just a moment's notice, Rick was on his way to Paris, arriving only one hour before his first qualifier. Rick was looking for European exposure and a sponsor for the '88 GPs.

domination, especially after he won a heat race over Ward, Dubach and Dymond. "I like racing against Americans, because they teach us a lot about Supercross. I've learned things already. The American riders don't intimidate me. Rick Johnson is human, just like me. I simply have to put in the effort he does. Supercross is a good sport; I wish I could ride more events. I'd rather ride the indoor races than ride outdoors, because I really like the atmosphere and the jumps!"

Although youngsters such as Herring, Bayle and Van den Berk are coming of age with Supercross racing, there were veteran European riders on hand who realized that their years of GP experience did little to give them an edge on the indoor tracks. Twenty-six-year-old **Jo Martens** has been racing for ten years. "I'm ten years too late," he says, "to be competitive in Supercross." Jo, whose cousin is multi-time World Champion Harry Everts, started racing at 15 as a family hobby. "Bayle is already a pro—at the same age that I started! I wish there had been Supercross racing when I was younger, because I really like it. I get more tired racing indoors than I do racing the GPs, because you have to go all-out for 20 laps. With the GPs there's always time to relax. I plan to race for three more years, so, hopefully, I will get the chance to do better indoors."

Another veteran **cruising the pits** was 1986 250 World Champion Jacky Vimond, who is still getting back in shape after a freak accident last year. "I wish I could've raced tonight, but I'm still not in shape. I have to be 110 percent. I'll be back in '88 for sure, racing the 500 GPs. I'm not finished as a French hero, yet! Bayle is young, and he is a good challenge for me to try harder. His popularity is good for both of us, and it's good for France."

When Johnson and Ward came out for the Semi, they, too, made the big triple, but they weren't alone. French Suzuki rider Oliver Perrin made the leap on the first lap and almost took out Johnson. "That guy is crazy," said Rick afterwards. Many people were waiting for Perrin to crash hard,

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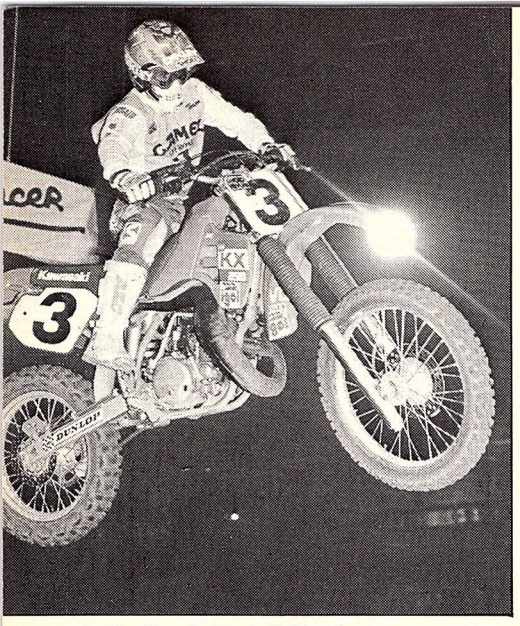

Luc Verbeke

In the limelight: Jeff Ward's status as a contender paid off with the overall win in the second night of racing. Whereas most riders attacked the track, Ward was controlled and methodical—and always up front.

because he rode with such **reckless abandon**. On the second lap of the race, while chasing Jeff Ward, Perrin waved to the crowd as he jumped the triple. The spectators loved it. The Americans just shook their heads.

Rick Johnson may have been hoping to be the **first rider** to win on all three nights, but his start in Thursday's Main Event all but ruined his chances. With Ricky trying his best to get around the top riders and then the lappers, Jeff Ward was making time on his way to the top finish. In the end, RJ was close after a great race, but more important to the crowd was the fact that Jean Michel Bayle had finished fourth. The young Honda rider was getting faster with each race and each lap. The applause was thunderous, and everyone was poised for the final night.

Bayle is an **interesting contrast** to the American stars he seeks to emulate. Despite his obvious popularity, he appears subdued and serious. He comes from a racing family, and his brother Christian is also one of France's top riders. "It's a great pleasure to fight the Americans on my home ground," said Jean Michel. "Rick Johnson has been just an image, but now my goal is to beat him. I am happy with the popularity because I worked very hard for it, but I plan to work much harder. Unlike the American magazines, French magazines want only one hero. I can't and won't compare myself with Vimond, because he was the World Champion, and I've never raced against him. I want to compare myself only with myself."

DAY FIVE: WELCOME TO BAYLEMANIA!

Friday's prerace activities included a tour of the incredible Notre Dame cathedral, which is over 800 years old. **Micky Dymond** and Jeff Leisk were both awestruck at the craftsmanship and detail which has remained intact for so long. "The construction

EUROPEAN JOURNAL

is amazing," said Leisk, as he looked up at the huge stained-glass panels. "It's hard to imagine how something like this could've been built so long ago." Indeed, the stone columns and hand-carved facade had a humbling effect on all who were present. Humility soon turned to fear, however, as Bevo got behind the wheel for the drive back to the hotel. "It's easy," he said as he tried to outmaneuver a taxi down a narrow lane. "You gotta drive like them and not get intimidated!" Again, the locals were not amused.

Later that day, the mere act of driving to the track became a problem. "I can't believe it!" exclaimed promoter Xavier Audourad upon hearing that the bridge to the track was closed to all traffic. "Last year it was the **student demonstrations** that closed the roads, and now they're afraid some building might collapse." Eventually, everyone caught the Metro to the stadium.

By the third night of racing, the **wear and tear** on the riders was becoming evident. The third sellout crowd, however, was fresh and anxiously awaiting a good show. They weren't going to be let down.

Rick Ryan started the series on a private Honda, but he was now riding a Suzuki for the French importer. "The Honda just fell

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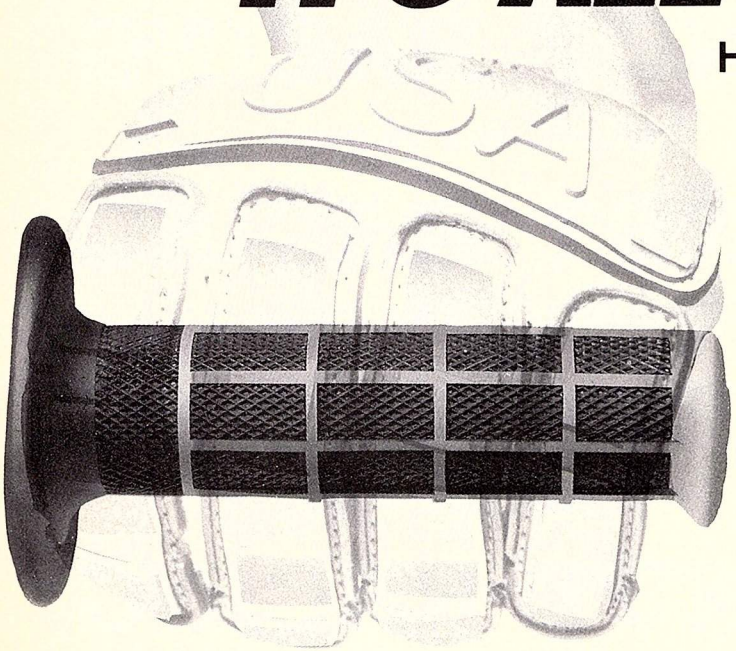

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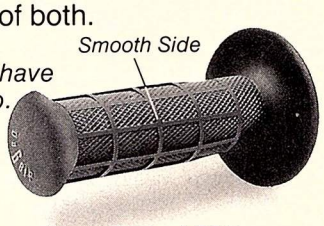

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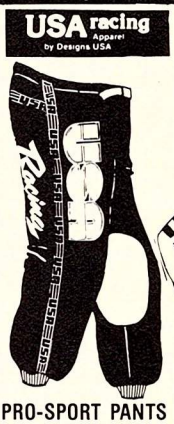

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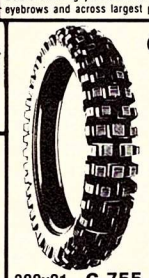

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apart," Ricky said. "Everything on it came loose, so now I'm riding the Suzuki, which I like a lot. I almost missed the Main on the first night when the mechanic lost a fork cap. I just want to do well and try to drum up some support for a ride in the 250 GPs for '88."

After finishing fifth on the two previous nights, Jeff Leisk looked like a real contender for an **overall win**. He dominated both of his qualifiers and won over the crowd with a *Vive la France!* yell when being interviewed.

After only five riders proved capable of clearing the big triple, the promoters altered the track for safety reasons by putting in an additional whoop to slow down the riders. Micky Dymond didn't think much of the track change, and he was determined to take first-time honors again on the **parade lap** of his first qualifier. Mickey said, "I figured that it would be better to try it before the race, and as I was lining it up, my rear wheel hit a rut and pitched me into a hay bale. Even though I wrecked the bike and missed my race, I couldn't help but laugh. It must have looked pretty dumb from the stands!"

If Jean Michel Bayle was ever a crowd pleaser, it was on Friday night. He won his first qualifier over Ron Lechien and John Van den Berk, and finished a close third to Johnson and Ward in the second qualifier. **Roger DeCoster** commented that "Bayle is probably the first European with a real chance of beating the Americans, as long as the popularity doesn't go to his head." A rider couldn't ask for a better compliment.

The Final was a classic. Rick Johnson battled with Jeff Ward, and Jean Michel Bayle battled with the pack as he moved up into third. For the 16,000 natives in the audience, nothing else mattered except Bayle's move to the front. As glad as I was that Johnson and Ward put on a good show, I couldn't help but get swept up in the **Baylemania**. The kid is impressive, and the fans' commitment to him is phenomenal.

Well, the racing may have been over, but the **fireworks** weren't. After the race, the Americans went back to the hotel to celebrate, and it wasn't until five in the morning that the last one was tucked into bed. Some of the most fantastic motocross lore was exchanged in the various colloquiums of people which roamed the halls and lobby. Motocross news is only as great as the history it becomes!

DAY SIX: CREPES, SHOPPING AND TEAR GAS

Some of the American contingent left for home, and others went on to Italy for the next round of races, but a few stayed on in Paris for one last night. I accompanied Troy Lee to a popular dance club with some Parisians we had met at the races. We were

The French Magoo: Oliver Perrin was the wildest rider at the Paris Supercross. He was fast but rarely in control, and the American riders did their best to stay out of his way.

having a great time, but as we danced away to the latest cult hit, "La Bamba," some hooligan set off a **tear gas bomb**. It was pretty scary, yet it wasn't until we couldn't breathe any more that we realized there were no exits nearby. The pandemonium

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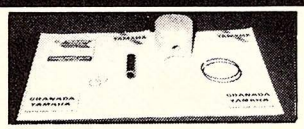

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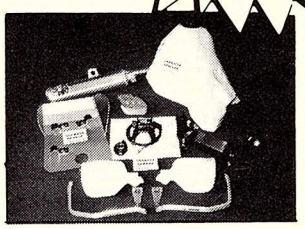

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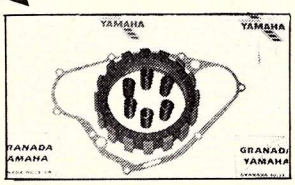

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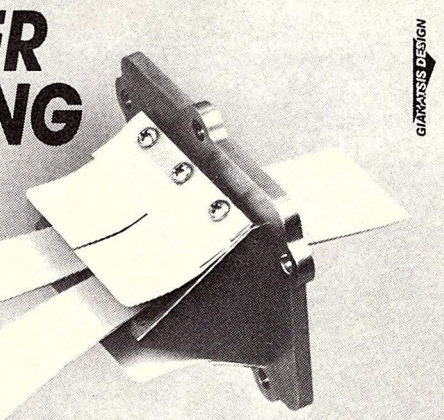

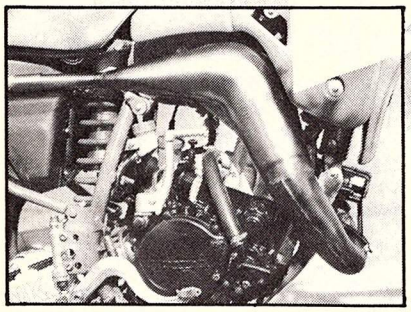

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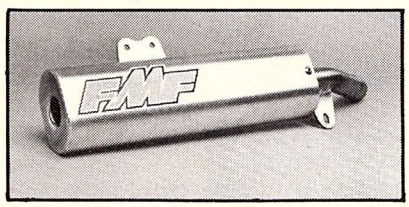

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EUROPEAN JOURNAL

lasted for about 15 minutes, but the music played uninterrupted and soon the dance floor was again teeming with teary-eyed dancers. Troy, who was already disillusioned over the price of drinks ($12 for a small beer and $20 for a cocktail), was now totally dejected, so we left. We waited in the morning cold for 30 minutes for a taxi to charge us double for the ten-minute ride to the hotel.

It was a fitting end to one of the greatest weeks I've had in my life. I saw exciting racing, met new people, touched elbows with my motocross heroes, caught Doug Dubach's cold, laughed a lot and, without a doubt, witnessed the finest race promotion in the world. The American riders may have speed, but the French have promoters who really care about both the sport and the spectators. Sure, there were hardships, such as not being able to find any Mexican food, and either being ignored or laughed at for trying to speak French, but those are the kinds of experiences that make foreign travel so memorable. Yes, I lost two weeks of practice, but when I line up with all the other well-practiced Intermediates, I'll think back to what Bevo said to me as we raced through the streets of Paris. "It's easy, you gotta drive like them and not get intimidated." *Vive la France*! □

RESULTS: PARIS SUPERCROSS

WEDNESDAY NIGHT

1.	Rick Johnson	Hon
2.	Jeff Ward	Kaw
3.	Ron Lechien	Kaw
4.	Micky Dymond	Yam
5.	Jeff Leisk	Hon
6.	John Van den Berk	Yam
7.	Pekka Vehkonen	Cag
8.	Jo Martens	Kaw
9.	Jean Michel Bayle	Hon
10.	Davey Strijbos	Cag

THURSDAY NIGHT

1.	Jeff Ward	Kaw
2.	Rick Johnson	Hon
3.	Micky Dymond	Yam
4.	Jean Michel Bayle	Hon
5.	Jeff Leisk	Hon
6.	John Van den Berk	Yam
7.	Ron Lechien	Kaw
8.	Davey Strijbos	Cag
9.	Rick Ryan	Suz
10.	Rob Herring	Yam

FRIDAY NIGHT

1.	Rick Johnson	Hon
2.	Jeff Ward	Kaw
3.	Jean Michel Bayle	Hon
4.	Jeff Leisk	Hon
5.	Ron Lechien	Kaw
6.	Pekka Vehkonen	Cag
7.	John Van den Berk	Yam
8.	Rick Ryan	Suz
9.	Rob Herring	Yam
10.	Pedro Tragter	Hon

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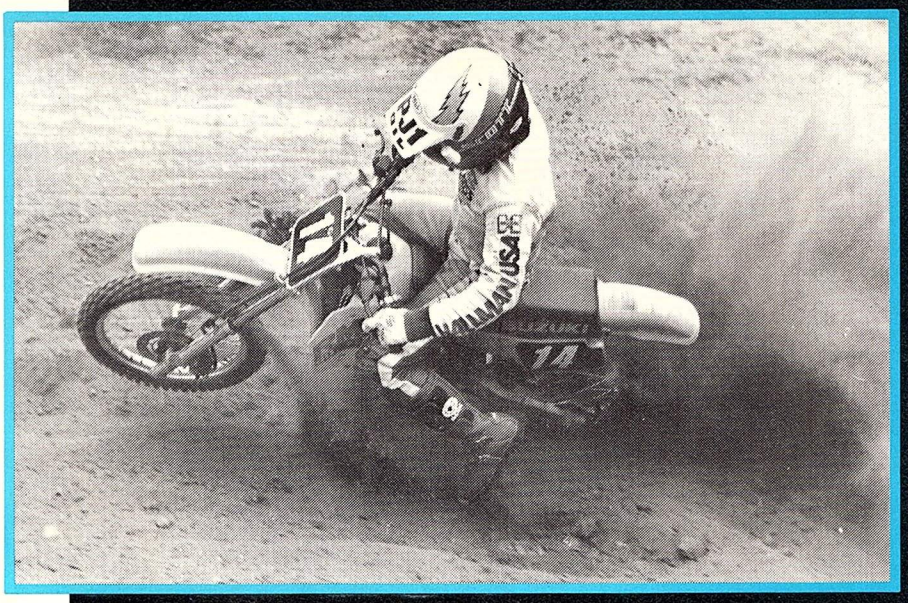


Berm blaster: Ergonomics are spot-on, with the levers, bars, seat and pegs situated just right for the average-sized rider. A new ignition adds substantial top-end revs to get the rider down the straight and into the next berm faster. ►

RACE TEST

1988 SUZUKI RM80

Is it really the best of the breed?

☐ Minicycle fans everywhere know that the Suzuki RM80 is the strongest motocross bike in the Suzuki lineup. Suzuki's minicycle team is always up front at the big races (Ponca, Loretta's WMGP), and victories in the NMA/AMA Stock classes are ballyhooed as proving who makes the best 83cc rocketship.

Suzuki's wins may not have garnered it a 75-percent yellow starting line at the races (as Kawasaki and Yamaha have had in the past), but they have steadily developed a following of loyal RM80 riders who know a good thing when they ride it.

WHAT'S THE RM80 REALLY LIKE?

The minicycle racer has a wide variety of powerbands to choose from. He can buy powerful or mellow, top end or mid-range. Suzuki has precisely positioned the RM80 in the mid-range category. Not that it's lacking in bottom or top, but that it is *so* good in the middle.

Bottom-end power is lively and crisp. It takes only a small burst of throttle to get the yellow mini moving. As it steadily builds power off the bottom, it begins to pull long, hard and strong in the middle, and although it isn't exactly a high-rpm revver, it doesn't instantly sign off, either. It has enough overrev to allow a kid to make it to the next turn without being forced to toss in an extra shift.

Carburetion is spot-on, and most riders will not have to do any jetting for their conditions. One of the best attributes of the carburetion is its ability to pull cleanly down low without bogging or loading up. This is a big plus for young riders with emerging talent and evident clumsiness.

HOW DOES THE SUSPENSION WORK?

Minicycle suspension hasn't moved as far forward as big-bike systems have, but the Suzuki is raceable in stock form without fear. Last year the 33mm fork legs left a little to be desired in stiffness, and in '88, the same old 33mm units still haven't resolved the flexy-flier feeling. Damping is decent, and spring rates are close for most small riders. Faster shoes are going to be looking for stiffer coils.

A great deal of variability is possible in minicycle fork legs with only the slightest changes in oil height. Most of the *MXA* test riders raised the oil about five millimeters and were happy with the increased firmness in the big bumps.

Suspension changes haven't hit the RM80 rear end. Although big bikes dropped the eccentric-cam shock linkage several years ago, the mini Suzuki still uses it. As long as it is well maintained, it will not cause any stiction or drag problems. One good aspect about the eccentric-cam linkage is that when it is working, it works well. Set the shock sag at 80mm and go for it.

Overall, the Suzuki suspension is superb

Suzuki's best: The RM80 is the best of Suzuki's motocross bikes. It has a strong motor, clean handling traits and excellent suspension, making for a well-rounded and competitive race bike. The littlest Suzook is a winner.

MOTOCROSS
GARNE

RM80

for most minicycle riders. Fast riders might stress the fork setup a little, but the rear shock should provide a full season of carefree racing.

DOES IT HANDLE LIKE THE BIG ZOOKS?

Thankfully, it handles better than the RM125 and RM250. The irritating pendulum effect of the front end, the tendency to push in flat corners and the disjointed rear-end habits of its big brothers haven't filtered down to the RM80. Stability is first-rate, and the RM loves to go full-tilt around fast sweepers.

With its potent mid-range powerband, the RM80 loves to attack turns in the middle. Come in fast and crank the RM over. It will hold, and it will roost. Berms don't have to be avoided. The RM can carve a perfect elliptical arc at speed.

If it has a shortcoming, it is in very tight, flat turns, where tighter-turning bikes such as the CR and YZ can get underneath it.

The 1988 RM80 is a bike you can mount and immediately feel at home on. The bars, levers, pedals and tank/seat relationship are almost perfect. The current move to taller bars on minicycles (to make them fit larger kids) hasn't been taken to such an extreme at Suzuki that small riders won't fit. It's a comfortable bike to ride, and each test rider mentioned that the RM80 felt like his red, green or white race bike. That is the true sign of a well-balanced ergonomic package.

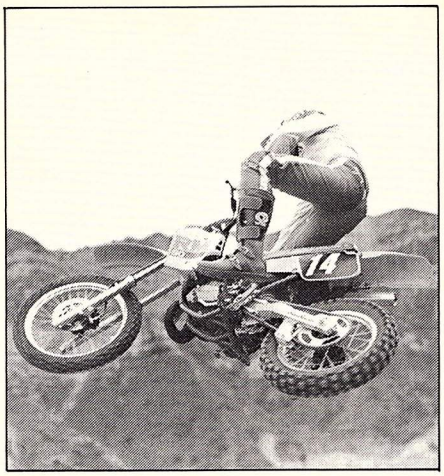
Rosebud: The forks still suffer from flex problems and are undersprung for fast riders. Brake performance is predictable from the front disc brake, and the IRC tires perform well on most terrain.

PIECES AND BITS

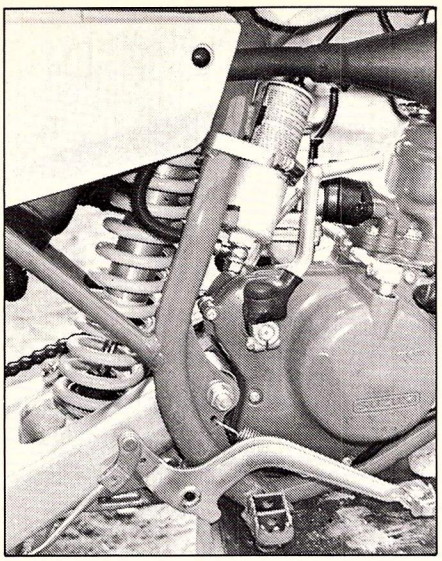
Shifting and clutch action are good. The RM likes to be shifted with a light nudge, and the clutch isn't into heavy abuse. Take it easy on the clutch, or it will begin to lose lever feel. The bike shifts so well, and the power is so strong, that the clutch can be babied.

Brakes are adequate by mini standards, with a predictable and not too powerful front brake (which is okay for minicycle riders) and a standard-issue rear drum unit. The rear drum isn't too high-tech, even by mini standards, so the RM80 isn't going to win rave reviews with its passable brakes.

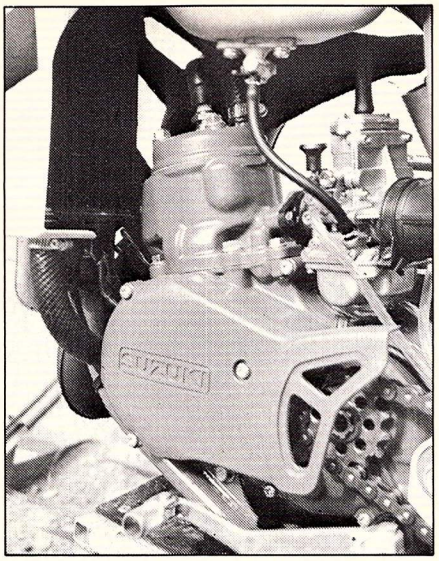
Rubber is standard-issue IRC mini treads.



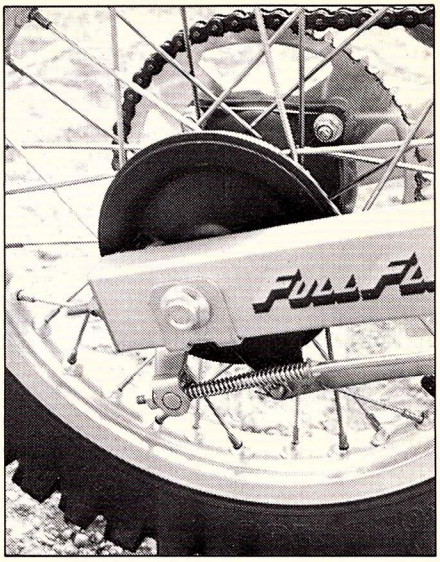
Whip it: The RM80 is the kind of bike that loves to be whipped off jumps. First-rate stability and handling allow for creative air time without fear of the unexpected. Perfect for those finish-line cross-ups.



Old fashioned: The RM80 still retains the eccentric-cam linkage of several years ago, coupled to a Kayaba shock. When maintained, the linkage works very well. Even fast riders will have no complaints about the rear suspension.



Down the middle: The powerplant of the RM80 contains a potent mid-range, yet has shades of bottom-end grunt and top-end revs. Carburetion is perfect out of the crate. Shifting and clutch action are fine, and they keep the power on the pipe.



Bang the drum: Suzuki hasn't found the need for a rear disk on the mini, but our test riders would have liked one. As with the front disk, the rear drum does a decent job of bringing the bike to a halt, but it won't set the world afire.

They are a good all-around set of meats that will do for most conditions. Hard-track or sand conditions would probably call for specialized tires, such as Bridgestone M-22s or sand tires.

For riders who have been around for awhile, the yellow color harks back to a few years ago, when almost all the competitive machinery was banana-colored, but most mini riders haven't been racing long enough to know that Yamaha used to be yellow, too. The best aspects about the yellow color are that it easily comes clean, looks new longer and is very bright.

IS THIS THE BIKE?

Suzuki didn't have to spend a lot of time and effort modifying or hopping up the 1988 RM80, because it already was a solid workhorse mini. A few small refinements have capped off what is Suzuki's best motocross bike. Would we buy one? Yes, because it does everything well; it's not just good, it's very good. Power is competitive; handling is stable and straightforward; suspension is top-notch; and the fit is perfectly mated to mini bodies. It definitely is the best Suzuki of '88. □

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RACE TEST

1988 SUZUKI RM125

It's a contender, but is it a winner?

☐ Have you ever noticed that Suzuki RM125s pull a lot of holeshots? It's not uncommon at a National to see one or two members of the Suzuki team leading the charge to the first turn, and yet even the Team Suzuki riders admit that they don't have the most horsepower. How do they do it? Simple. The RM125's power is perfect for full-blast runs off the gate. It doesn't have a snappy or abrupt bottom end. Whereas gruntier tiddlers might break the tire loose or wheelie, the RM can be held wide open and driven straight out of the gate. It accepts more throttle with less danger of wheel spin. Then the RM climbs into its meat-and-potatoes power pocket—the mid-range. In the middle the RM surges, and the rider can grab new gears with the tap wicked on. There is no danger of over-revving and having the power fall flat, because the RM likes to be revved. There you have it! The ingredients for a holeshot are a safe launch out of the gate, solid mid-range and plenty of overrev.

HOW IS IT ON THE TRACK?

Team Suzuki may holeshot a lot of Nationals, but it doesn't win them all, because that perfect start-line personality works best on a specific type of track, and it suffers on other types. If a race track is littered with tight corners, hard terrain, steep hills or power-robbing sand, it becomes harder to maintain the fluid flow that makes the RM's transitional power curve effective. Deep sand requires horses—lots of them. A sand rider has to get up on top and plane across the whoops. The Suzuki lacks the *oomph* in the low end to lift off. At the same time, deep sand berms pull the motor down below the smooth mid-range, allowing the snappier and harder-hitting red, green and white bikes to get a jump out of the loose turns. On tight tracks, especially those on hard terrain that doesn't have a lot of berms, the name of the game is gun-and-run. To gun-and-run, a rider slams into the tight turns with a lot of brake and accelerates out with a lot of throttle. This stop-and-go action is mostly a low-to-mid-range haven. The RM's lack of solid low end doesn't favor tracks that require a lot of gear changing.

WHERE WILL IT WORK?

The kind of track the RM loves is the fast, high-speed style of track that has small berms, hard ridges and a lot of sweeping turns. In its most basic form, the RM likes to

***Best attribute:** For '88 (and most of recent history), the RM125 is a kamikaze-style machine. The harder you ride, the better it likes it. Try to get fancy or play stop-and-go, and it will balk.*

SCOTT
Arai
SUZUKI
RM
125

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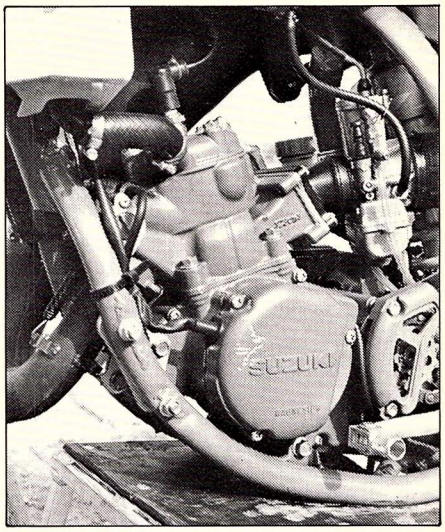
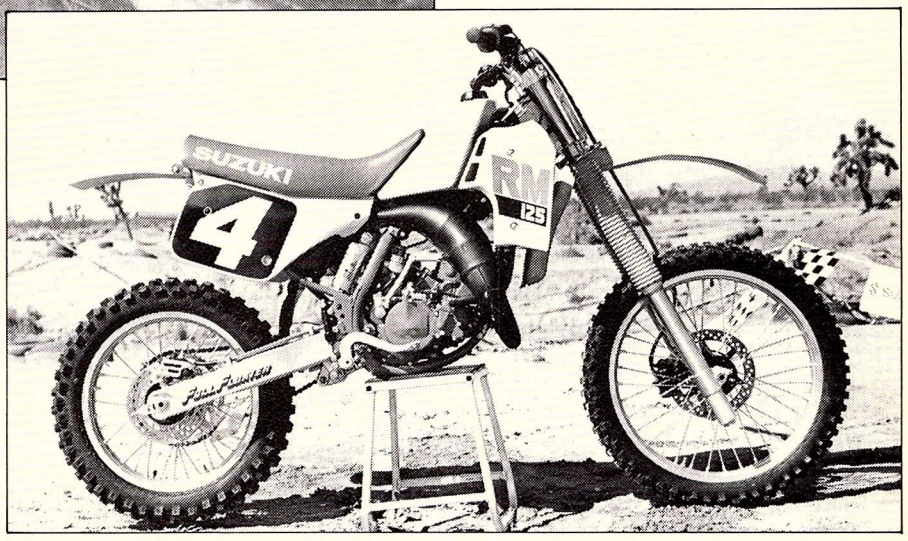
In the saddle: Suzuki is trying to regain the dominance it held from 1976 to 1982. The '88 model isn't as earth-shattering as the original '76 RM, or as technically advanced as the '81 model, but it shows signs of steady improvements. ►

◄ *Power portrait: Power is weak down low, with a steady surge in the mid-range. There is strong top-end overrun, but to make the most of the yellow bike's power-band, you need to stay dead center.*



X-ray vision: although it may look like last year's RM, the '88 tiddler has received massive internal changes to the porting, power valves and clutch. These changes bring the power a little lower in the rpm range, but it's still the rev king.



stay on the pipe and a tad higher in the rpm band than its competitors. To make the RM really work, a Suzuki rider has to be able to attack the track with a reasonable flow of momentum. Keep up the speed, don't let the engine fall below the mid-range and avoid bringing the RM to a stop if possible.

Luckily, about half the tracks in the United States are fast, sweeping tracks with small berms. The optimum conditions for an RM victory are a medium-to-long starting straight, hard-to-intermediate dirt (no sand), corners that don't require a lot of downshifting or braking, sweeping turns and hard-packed berms.

IS THAT THE TOTAL LATITUDE?

Outlining the optimum conditions that will allow the RM125 motor to work best doesn't mean that a good rider couldn't win on a sand track with tight turns, small doubles and a short starting line. It's simply a power-band personality profile.

What makes the Suzuki a possible winner at any track it shows up at isn't necessarily the motor. Power is smooth, mostly mid-range, and the engine blessed with top-end overrev (although the power is best in the middle). It wouldn't blow anybody off the track with its dyno charts or horsepower figures, nor would it be blown off the track by anything else sold in '88. It's competitive and offers the 125 racer a different style of power than the YZ, CR or KX. What makes the Suzuki RM125 a championship contender is its suspension! This bike can go anywhere, wheelie through bomb craters, slam dance into ruts and levitate over the gnarliest terrain.

It's no surprise that Suzuki would produce the 125 with the best suspension. It always has. Suspension is by Kayaba, and the new cartridge forks and RCU (Remote Control Unit) shock are set up so well that anyone can get on this bike and be happy. Great suspenders.

HOW DOES SHE HANDLE?

No rider could hop off of his CR, YZ or KX and be as happy about the handling of the RM as he would be about the suspension. Although it goes through rough sections as though it's on monorails, it has an unhinged and awkward feel in the corners. The front end of the Suzuki RM125 feels very high, and when you carve into a turn, the front carves a nice elliptical path around the turn. But the rear of the bike doesn't want to follow. The back end feels lower and makes a definite effort to slide out and around the front. It's as though the front-end

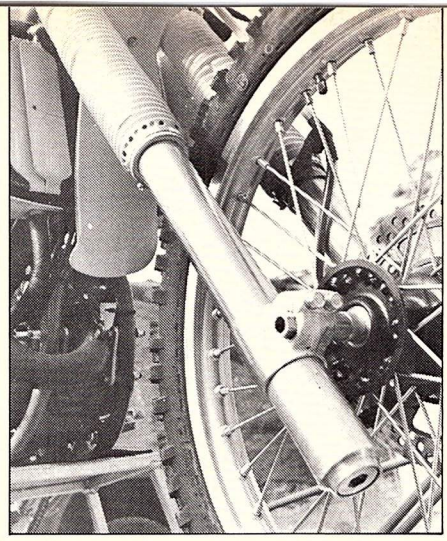
geometry was steep and tight, and the rear was slack and loose.

With time in the saddle, the RM rider can adjust to the bike's propensity toward sliding on flat corners, the tendency for the front end to flop in berms and the slightly disjointed relationship between the front and rear of the RM125.

IS THE RM125 A WINNER?

George Holland won on one; Erik Kehoe won the 125 USGP on a prototype; Donny Schmit won on a stocker; and you could win on one, too. But you need to understand the bike's best and worst traits and to learn to adopt a style that suits them. The RM125 is an attack vehicle. It can't be cruised to victory, nor can it be casually ridden at speed. High-speed entries and quasar exits are the only successful ways to make a mid-range-and-up motor work. If you like to go in deep and come out hard, this is the only machine in 1988 that demands that style. On the other hand, if you like to hug the inside line, play stop-and-go, square off corners and use a lot of bursts of power to make your point, the RM isn't for you.

It's a winner in the right hands. □



Big rep: Suzuki's reputation for making the best overall suspension components on the track isn't damaged by the RM125 forks. The 43mm Kayaba's have totally new internals that soak up bumps better than any of the 250 forks available.

NOT THE SAME OLD THING

WORKSHEET: CHANGES FOR '88

• A lot of times a new bike looks like the old bike, and a potential buyer will write it off as the same old thing with new decals. Did Suzuki make any changes to the '88 RM125? You be the judge.

New cylinder with improved AETC **power valve**, new porting, different size wrist pin and new flat-top piston. A new pipe and silencer are borrowed from the race bikes of the Suzuki team.

Suzuki **dropped the old-style** flat-side Mikuni of the past few years in favor of the new half-moon-shaped Mikuni TMX. A very trick carburetor.

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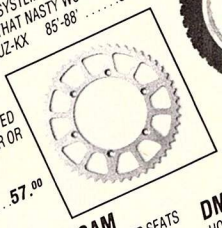

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Front Sprocket, Sidewinder	$19.95
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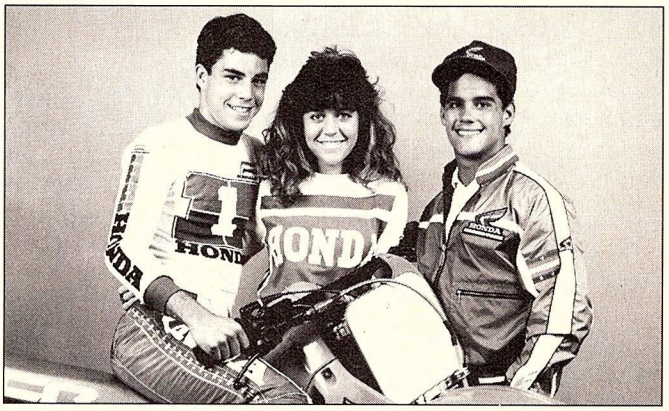

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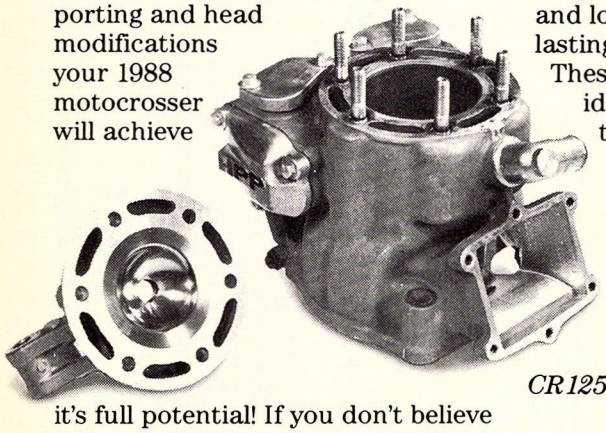
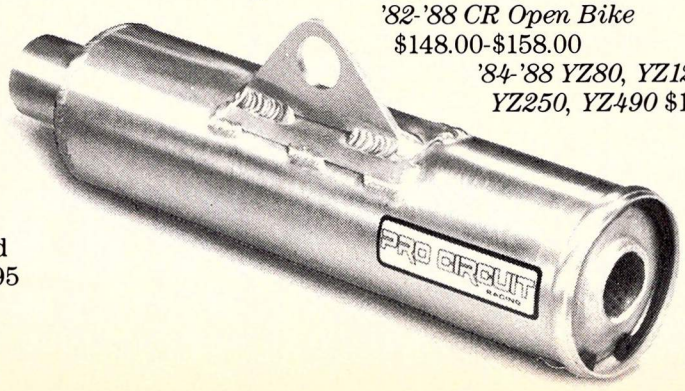


it's full potential! If you don't believe us just ask *Rick Johnson*, *Jeff Ward*, *George Holland* or *Jeff Stanton*. Cylinder Porting $165.00, head modifications required in most models $50.00

'88 pre-ported cylinders and heads now in stock. Call for more information.

'88 Works Style Silencers have been improved to decrease weight while increasing durability. It's a fact that a properly packed silencer maintains maximum power output while keeping noise to a minimum. Pro Circuit's unique design allows quick repacking by virtue of a large retaining sirclip that eliminates drilling pop-rivets. Available for all *'88 motocross bikes*, *1987 CR125*, *CR250*, *RM125*, and *YZ125* $59.95



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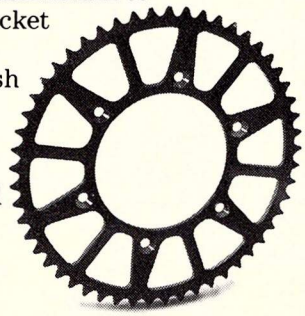

sprockets Team Honda used to capture seven National Championships in the last two years. Available for *'85-'88 Honda CR125-500* and *'86-'88 CR80* $59.95

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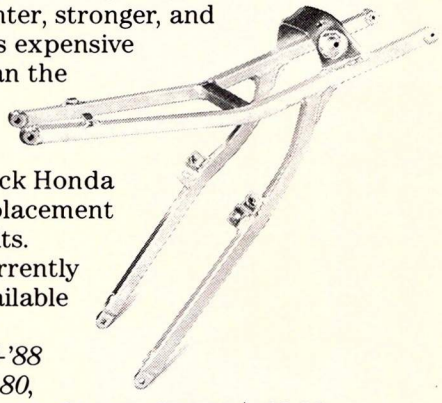
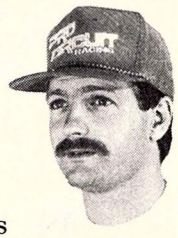
'88 Works Subframes aren't just a fashion trend! Not only are Pro Circuit's aluminum box section subframes good looking, they're also lighter, stronger, and less expensive than the



stock Honda replacement units. Currently available for *'86-'88 CR80, CR125, CR250, CR500* $168.00

'88 Works fashions let you stand out from the rest of the racing crowd. Our top quality cord hat features the new Pro Circuit logo



embroidered in bright fluorescent colors. Pro Circuit T-shirts display the traditional logo on both front and back.

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Hats available in *Black, White, Blue, Red, Grey* $14.95
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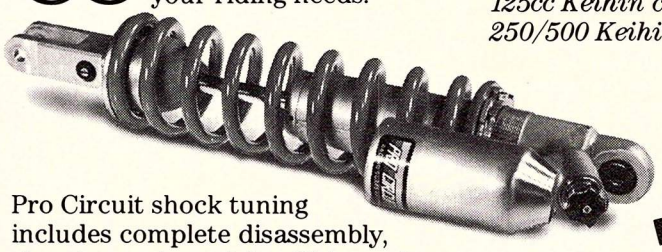

Pro Circuit shock tuning includes complete disassembly, cleaning and revalving. Using only the highest quality fluids, we bleed all the air from the system, repressurize it and set up the spring rate for your weight and classification. We can also improve your cartridge forks by modifying the valving, selecting proper spring rate, pre-load and oil height for your weight and ability.

Shock Modifications Honda, Yamaha, Kawasaki, Suzuki:

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*Pro Circuit now offers valving updates to previously revalved Pro Circuit shocks at no charge when sent in for an oil change!

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'88 Prototype works pipe.

Pro Circuit would like to thank Larry Brooks, Jeff Hicks, Jeff Ward, Fred Andrews, Eric Kehoe, Keith Turpin, Jo Jo Keller, George Holland, Donnie Schmit, Rick Johnson, Mike Fisher, Rick Ryan and Jeff Stanton for their support. *These guys are real American Heroes!*

Dealer Inquiries Invited.

WHEN THE CAT'S AWAY

WHY IS A RACE NAMED VERONICA?

Geboers grabs World Series lead in Dutch sand

☐ After the Nijmegen Supercross in Holland and the outdoor event in Maggiora, Italy, one week later, the Veronica Beach race was scheduled as the third and most unique event in the "World Series of Motocross." It was also the one and only event in which the riders could race 500cc machinery. The first race of the inaugural World Series of Motocross in the Nijmegen Goffert Stadium had a capacity crowd of over 25,000. It was televised to most of Northern Europe and has been described as one of the most exciting stadium races ever held in Europe. American riders Micky Dymond, Ricky Johnson and Keith Bowen won the three heats which seeded them directly into the Dutch Supercross Finals.

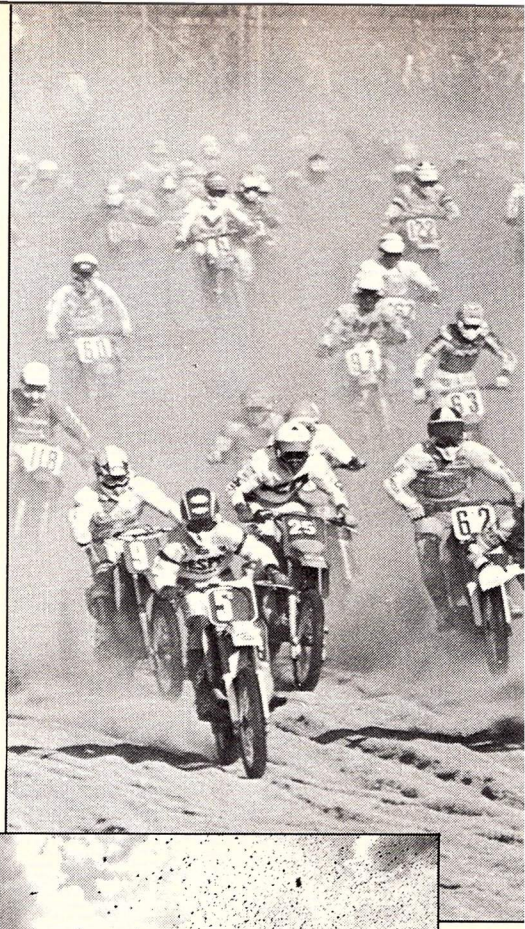
The first round of the World Series was almost a replay of the Superbowl of Motocross in the Los Angeles Coliseum. Both there and at Nijmegen, Ricky Johnson fell in the first turn and got up in last place. Johnson got up off the dirt and came from last to take the win over Eric Geboers. Johnson electrified the crowd in attendance and the television audience.

WORLD SERIES—ROUND TWO

One week later, the riders winged into Milan airport for the second World Series event at the Maggiora track in Italy. Maggiora is famous for the '86 MX des Nations in which Johnny O'Mara, on a 125, beat 500cc World Champion Dave Thorpe. If there were any doubts about Rick Johnson's capabilities, they were put to rest by his performance at the Maggiora outdoor motcross facility. With over 30,000 screaming Italians in attendance and live television in central Europe, Rick Johnson showed everyone "how bad he is."

There were three heats (all 250cc) of 25-minutes duration held in energy-depleting Italian heat. The best of the riders found themselves struggling toward the end of the motos because of the fierce competition and high temperatures. In the first heat, early leader Micky Dymond was passed by Eric Geboers. Ricky Johnson, who started from 12th position, worked his way through the pack and caught and passed Geboers two corners before the finish to take the win.

In the second moto, Geboers took an uncontested early lead, but again it was Johnson who passed for the lead (and win) halfway through the moto. Dymond finished a strong third, and Dave Strijbos followed in fourth.



Pass the tanning butter: Cameras are everywhere, and so are sponsor logos. Television loves to combine exciting racing footage with beautiful seaside scenery. Stormy weather meant that few bikinis were in attendance for the World Series audience. ►

You thought Supercross starts were tough: Here 600 riders line up row by row and pray they don't kill their engine on the line. The guy on the far left is waving to his mechanic for a new plug. ▼

The third and final heat was holeshot by hometown rider Michele Rinaldi. Rick Johnson moved up to challenge for the lead, and the two riders had the crowd on their feet as they swapped the lead back and forth several times. Geboers took himself out of the overall by falling, as did Dymond. Rick finally wrested the lead for good from Rinaldi and won convincingly. Rinaldi, exhausted from his struggles with Johnson, lost out to Strijbos at the finish for second.

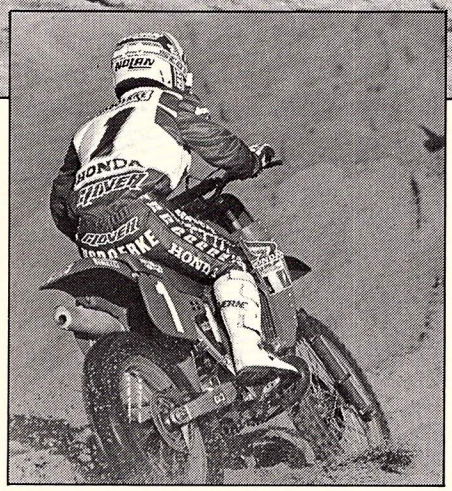
JOHNSON LOSES IN ABSENTIA

Rick Johnson wrapped up two of the six events of the World Series of Motocross and had a 20-point lead, but at the Veronica Beach race he lost the points lead to Eric Geboers, because of commitments in Japan for American Honda.

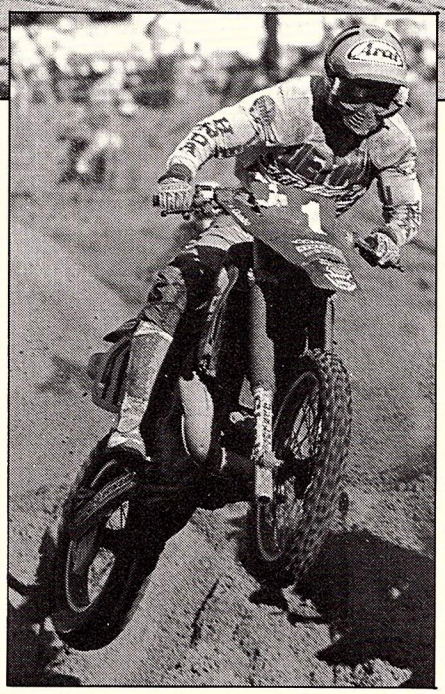
The Veronica Beach race, which is sponsored by the Dutch Veronica television network, had one favourite for the victory: Eric Geboers. Eric had won the year before. It was a chance for the Belgian to take the lead in the World Series points standings with the absence of Rick Johnson. But Geboers wasn't the only tough rider on the Scheveningen Pier. With him on the starting grid were the best Dutch sand riders in the world: John Van den Berk, Davy Strijbos, former Veronica winner Leo Combee, Jacky and Jo Martens from Belgium and Mister Le Touquet, Kees Van der Ven. It was also Micky Dymond's first attempt in the smooth Scheveningen beach sand. Dymond was in third place in the World Series standings. With the factory stars on the starting grid were more than 650 other riders, 140 ATVs and 75 sidecars.

BIGGEST ONE-DAY EVENT IN HOLLAND

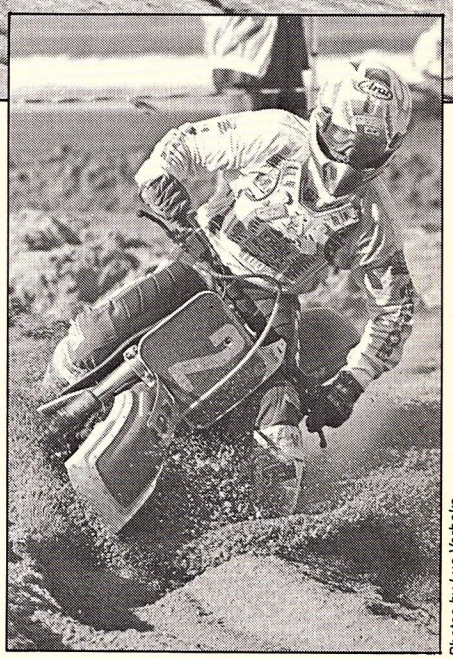
The Veronica Beach race has become the biggest one-day event in Holland. On the



Two out of three ain't bad: Eric Geboers scored 1-3-1 motos to win his second straight Veronica Beach race in three years. It would have been three in a row had he not bailed in the last turn during the 1985 race.

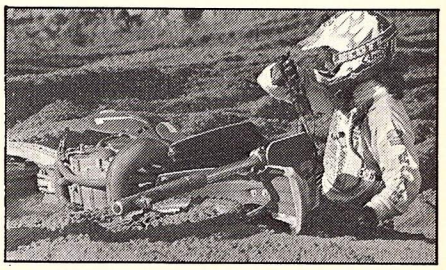


Future teen star? Dutch teenager Pedro Tragter gave the spectators and a huge live TV audience an indication of his talent. The Venko Honda rider's fourth overall finish (3-8-3) turned quite a few heads.



We're not in Kansas, anymore: With Rick Johnson in Japan, Micky Dymond got a lot of prerace attention. Once the race started, though, Micky looked like a fish out of water. His eyes seem to be looking for a soft spot to land.

Photos by Luc Verbeke



He found it: Don't expect Dymond to propose an American beach race in the near future. In the three motos, Micky never broke into the top-20 positions.

Thursday prior to the weekend's events, a full-on gale had hit the strand and the town of Scheveningen with winds of force nine. By Sunday, the weather subsided and the races could be held under a clear blue sky and moderate weather.

Due to the gale on the North Sea and higher tides than expected, the European ATC Challenge was almost canceled at the last moment. Last-minute changes in the course, however, saved the event, and it was won by Barry McCarthy after he passed early leader Steve Mendenhall.

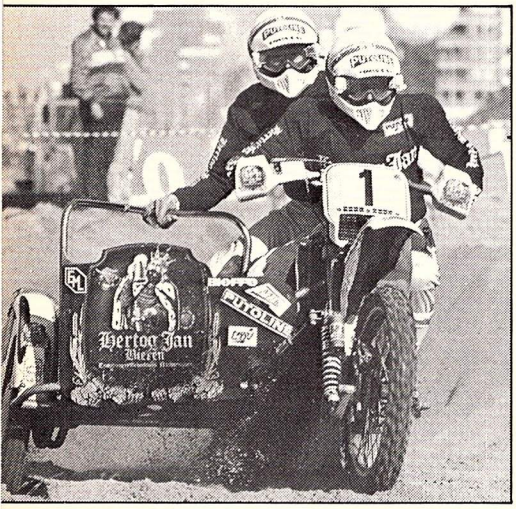
The first race of the sidecar event was red-flagged because several riders used shortcuts in order to gain an unfair advantage. The clerk of the course decided it was not a fair race and stopped it.

Veronica is far more than just a race. A three-hour live broadcast is televised in 43 countries. That means that all racing events are scheduled to suit the television spectacle; thus it is sport dictated by television—not TV covering the sport.

TELEVISION AND RACING

The Veronica Beach Race is completely controlled by TV people who are only concerned with the visually attractive achievement of bringing 600 colorful riders to home screens. It's fun for the riders and crowds, but no real race fan could consider the Veronica Beach race a serious event. However, they close their eyes for the pro-

VERONICA



Double Dutch treat: Jan Bakens and John Michielse were the best in the Sidecar class. The beer company that sponsors them put the Hertog Jan Bieren logos on the car, jerseys, sleeves, fenders and handguards.

motional aspect of such an event. In one day, due to the live broadcast, more sponsors than ever get interested in the sport. Due to television promotions of this kind, more viewers become interested in motocross because Veronica's *Sportprogramm* is one of the most professional in Europe. More than 20 TV cameras (one in a helicopter and one on the giant Paris-Dakar truck) gave the European viewers a close-up of the action.

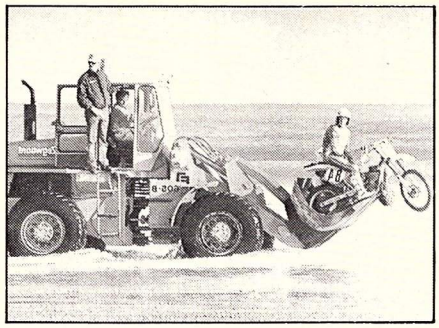
The riders like the Veronica Beach race. It's a chance for Mr. Nobody to line up next to an American 125 National Champ and three World Champions (Davy Strijbos, Eric Geboers and John Van den Berk). It's a chance for European ATV riders to line up next to their American idols, and it's a promotional event for a sport which is still rather unknown in Europe. The Veronica Beach race has a reason for existence, but it's doubtful that it belongs in the World Series of Motocross.

THE VERONICA BEACH RACE

The race was spectacular. Eric Geboers, winner of the 1986 edition of Veronica, snapped up the overall victory with a first- and third-moto victory and a third place in the second moto. Dutch newcomer Leo Combee, a former winner of the Veronica Beach race in Scheveningen, finished second overall before Belgium's Jo Martens.

A surprisingly strong Pedro Tragter from the Venko-Honda team grabbed fourth overall in front of second-moto winner John Van den Berk, who finished fifth behind his countryman.

The USA's Barry McCarthy was the fastest ATV rider in the overall results before his countryman Sean Finley and Great Britain's Paul Hunt. Last year's winner Steve Mendenhall finished only sixth overall due to a bad result in the first moto on Saturday.



Not a happy puppy: Long, straight sections of deep sand can be a blast, but not when your motor tightens up. A motor seized on the back straight gets you a lift back to the pits while the lookout on the tractor watches for high tide.

Jan Bakens and John Michielse were the best sidecar couple before other Dutch teams led by Eimbert Timmermans/Eric Verhagen and Henk Schrijver/Pierre Van de Venne.

RESULTS: SEVENTH ANNUAL VERONICA BEACH RACE

FIRST MOTO

1.	Eric Geboers	Hon
2.	Jo Martens	Kaw
3.	Pedro Tragter	Hon
4.	Kees Van der Ven	KTM
5.	Leo Combee	Kaw
6.	Gerard Rond	Kaw
7.	Johnny Ponjee	Yam
8.	Jan Van Poppel	KTM
9.	Jacky Martens	KTM
10.	Peter Dirkx	Hon

SECOND MOTO

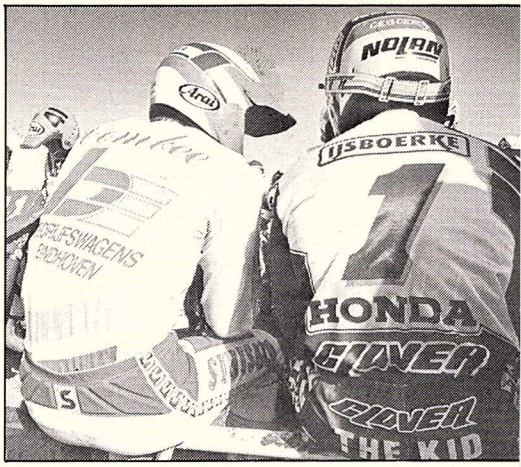
1.	John Van den Berk	Yam
2.	Leo Combee	Kaw
3.	Eric Geboers	Hon
4.	Jo Martens	Kaw
5.	Dinand Zijlstra	KTM
6.	Johnny Ponjee	Yam
7.	Peter Dirkx	Hon
8.	Pedro Tragter	Hon
9.	Jan Van Poppel	KTM
10.	Ronny Wuestenraedt	Hon

THIRD MOTO

1.	Eric Geboers	Hon
2.	John Van den Berk	Yam
3.	Pedro Tragter	Hon
4.	Leo Combee	Kaw
5.	Jo Martens	Kaw
6.	Dinand Zijlstra	KTM
7.	Johnny Ponjee	Yam
8.	Henk Van Mierlo	KTM
9.	Peter Dirkx	Hon
10.	Sjaak Verwaayen	Hon

OVERALL

1.	Eric Geboers	Hon
2.	Leo Combee	Kaw
3.	Jo Martens	Kaw
4.	Pedro Tragter	Hon
5.	John Van den Berk	Yam
6.	Johnny Ponjee	Yam
7.	Peter Dirkx	Hon
8.	Dinand Zijlstra	KTM
9.	Johan Boonen	KTM
10.	Sjaak Verwaayen	Hon



A request: In 1985, Eric Geboers handed Leo Combee the win when he crashed within sight of the finish line. Leo wasn't as lucky this year, but he was strong enough to finish second and take fourth place in the World Series standings.

WHAT ABOUT THE WORLD SERIES?

In the points standings for the World Series of Motocross, Eric Geboers took over the lead from Rick Johnson, and Belgium's Peter Dirkx climbed from fifth to third place. Geboers' victory, however, was saved by the all-powerful course clerk when he decided to shorten the third moto. Heavy winds swept the high water onto the two-mile straight, which increased the danger for the riders. Geboers almost lost the victory, due to a leaking gas reservoir. The Belgian 250 World Champion finished the race with less than half a liter of gas remaining. Leo Combee and 125 World Champion John Van den Berk are in fourth and fifth place in the World Series rankings. USA's Micky Dymond dropped back to seventh place. His best result over three motos at Veronica was 21st place. In both other races, the American 125 National Champ spent more time lying on the beach (under his '88 production CR500) than moving up through the pack. The next race in the World Series is in Bologna, Italy, with an expected attendance of 50,000 and an anticipated TV audience in the millions. Shortly after the first of the year, in January of '88, the series' two final races will take place in the United States. □

WORLD SERIES POINT STANDINGS

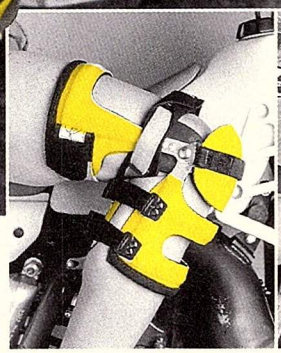
(After three of six races)

1.	Eric Geboers	142
2.	Rick Johnson	108
3.	Peter Dirkx	104
4.	Leo Combee	84
5.	John Van den Berk	78
6.	Davy Strijbos	76
7.	Micky Dymond	74
8.	Keith Bowen	66
9.	Pedro Tragter	62
10.	Johan Martens	60

"For All The Right Reasons."

Johnny O'Mara
Consultant, One Stop Brace Shop/
Ortho Tech Performer® Knee Braces

PHOTO: VERN ALARY



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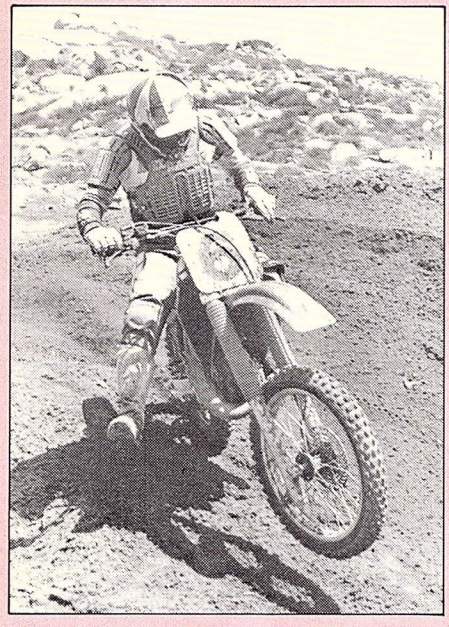
NEW TOYS: UNDER THE GUN

Running the new stuff through the wringer

EXHAUST NOTES

DG's CR125 TEAM PI PIPE



Multi-purpose: DG's new 1988 CR125R pipe, which just happens to be its '87 CR125R pipe, provides more oomph off the bottom and across the middle.

• *FUNCTION:* The 1988 Honda CR125 isn't making local riders as happy as the 1986- '87 models did. In stock trim the '88 CR125 lacks a solid punch. Instead, it relies on a smooth, relatively flat, power delivery that enhances lap times but doesn't make getting up and over obstacles or out of slow turns all that fun. DG Performance Specialties has been in business for a long time building hop-up components for Hondas. Its new CR125R Team pipe is a bolt-on system that requires minimal effort for a power increase.

PRO: The DG CR125 pipe gives the CR a much livelier low end. Power comes on quicker and with more *oomph*. Riders who tried the DG Team pipe felt it was a solid improvement over the stock mellow pipe.

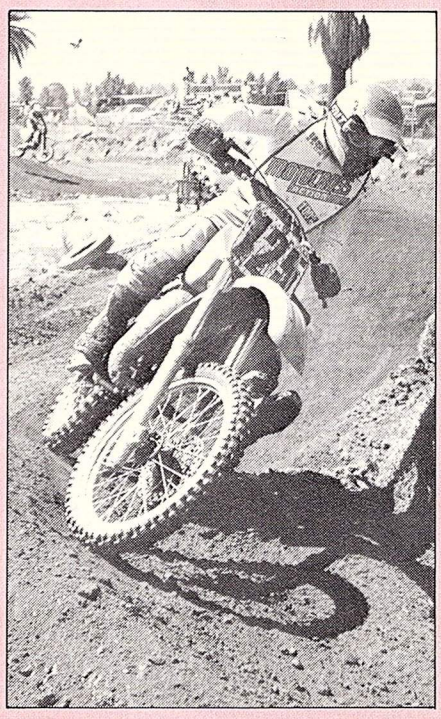
CON: A shade of top-end overrev is lost, and the CR125R won't want to be held wide open as long when racing down straights. The loss of top is traded for better mid-range and bottom end.

RATING: ★★★

PRICE: $119.95 from DG Performance, 1230 La Loma Circle, Anaheim, CA 92806; (800)854-9134, in California (714)630-5471. •

COVER-UP

USA SPORTS SHOULDER-PAD BIB



Kickback: Sponsored riders have to pay off their sponsors with good performances and good advertising. The USA Sports bib slips over shoulder pads and can be printed with shop, aftermarket or factory logos.

• *FUNCTION:* Ever since riders started wearing their shoulder pads over their jerseys (thanks to Bob Hannah), sponsors have been harder to come by. With no logos visible on the jersey, all the riders look alike, and it is hard to tell the players without a program. The USA Sports bib slips over shoulder pads (or over your body if you don't wear them) and allows you to have your name and number visible.

PRO: Test riders like the bib because it helps keep the shoulder pads firmly against their body, and they want their name and sponsor visible. The bib will pull over a helmet, but should be put on before it.

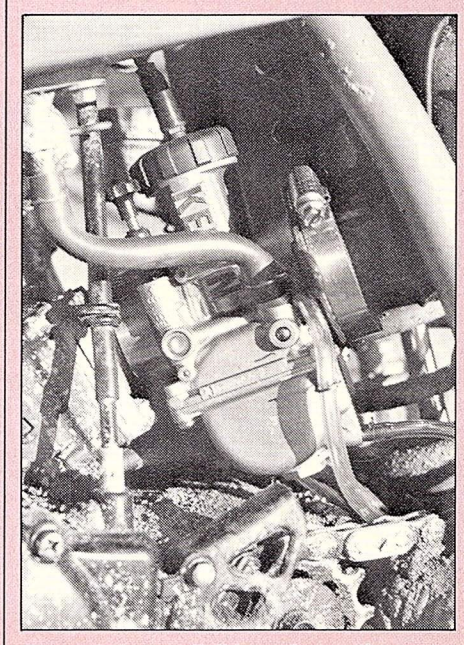
CON: There is less airflow than without it. And unless your local shop special orders from USA Sports, you still won't have its logo on the front of your body.

RATING: ★★

PRICE: $21.95 from USA Sports, 4901 W. Van Buren, Ste. 1, Phoenix, AZ 85043; (602)272-1781. •

BIG SPRITZER

DG's 36mm CR125R KEIHIN KIT



Bigger is better; Keihin carbs are the rage of the National circuit. Every manufacturer's race team has experimented with the Honda OEM vergasser. DG Specialties offers a 36mm carb swap for the 1987-88 Honda CR125R. It works.

• *FUNCTION:* One of the simplest ways to make your engine run better is to bolt on a bigger carb. Sometimes you can go too big, but DG has produced a two-millimeter-larger carb kit for 1987-88 Honda CR125R owners that tries to mate the stock engine's performance to increased fuel flow. Since the CR125R already comes with a Keihin, the conversion to the bigger venturi is no problem.

PRO: There is a definite increase in throttle response and power. The ridability of the CR125R increases with the added boost to the mid-range and top end. The test riders feel that there isn't enough loss in low-end power (as is common with big carb swaps) to make any difference on the race track. The power increase was significant.

CON: We had no problems with the kit. It slipped into the airboot (tight fit), came with its own hose clamps, was jetted close enough (we dropped the needle one clip) and had no clearance problems.

RATING: ★★★★

PRICE: $139.95 from DG Performance Specialties, 1230 La Loma Circle, Anaheim, CA 92806; (714)630-5471. • □

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ANSWER
ANSWER

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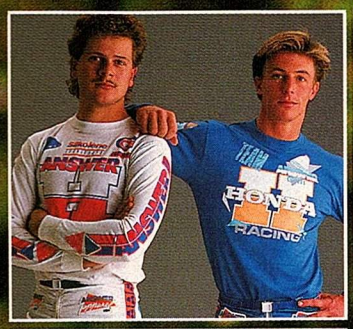
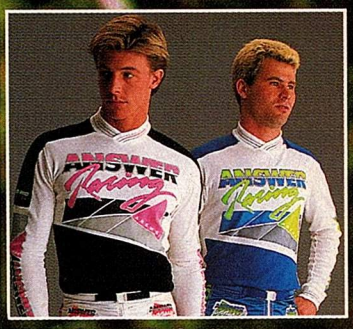
PRO-GLO JERSEY

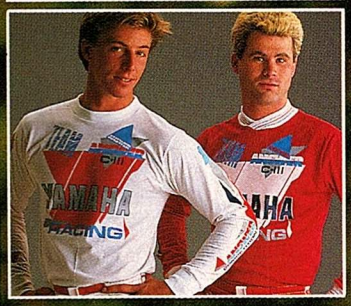
L. Wht Honda
PRO-GLO JERSEY





R. Red Yamaha COMP
JERSEY

L. Wht Yamaha
WORLD JERSEY



R. Wht/Blu/Grn Answer
PROLINE JERSEY

L. Wht/Blk Answer
PROLINE JERSEY

R. Wht/Brite Blu Answer
PROLINE JERSEY

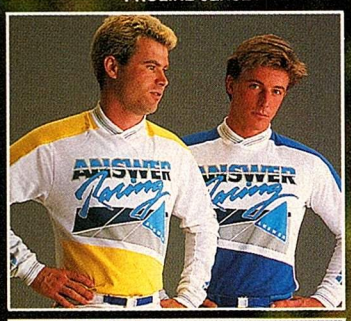
L. Wht/Red Answer
PROLINE JERSEY

R. Brite Blue Answer
PRO-GLO JERSEY

L. Wht Answer
PRO-GLO JERSEY

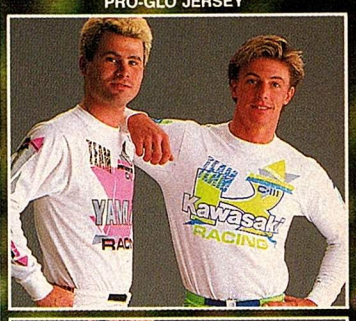
R. Wht/Blu Answer
PROLINE JERSEY

L. Wht/Yel Answer
PROLINE JERSEY



R. Wht/Kawasaki
PRO-GLO JERSEY

L. Wht Yamaha
PRO-GLO JERSEY



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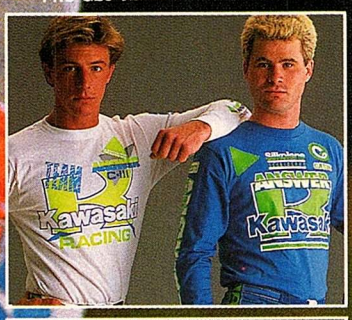
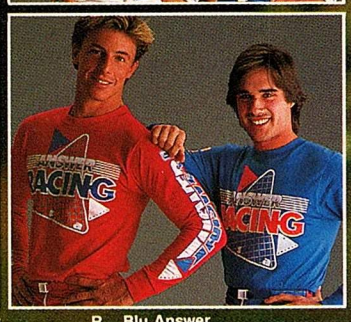
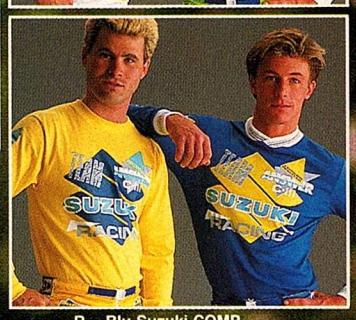




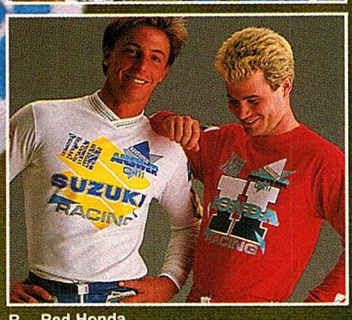
R. Blu Answer
PRO-GLO JERSEY

L. Red Answer WORLD
JERSEY



R. Blu Suzuki COMP
JERSEY

L. Yel Suzuki WORLD
JERSEY



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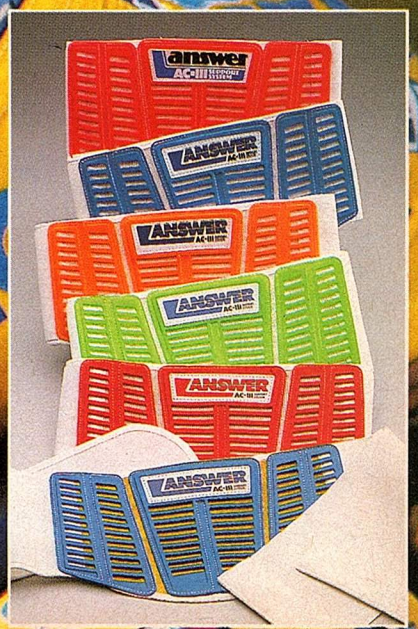

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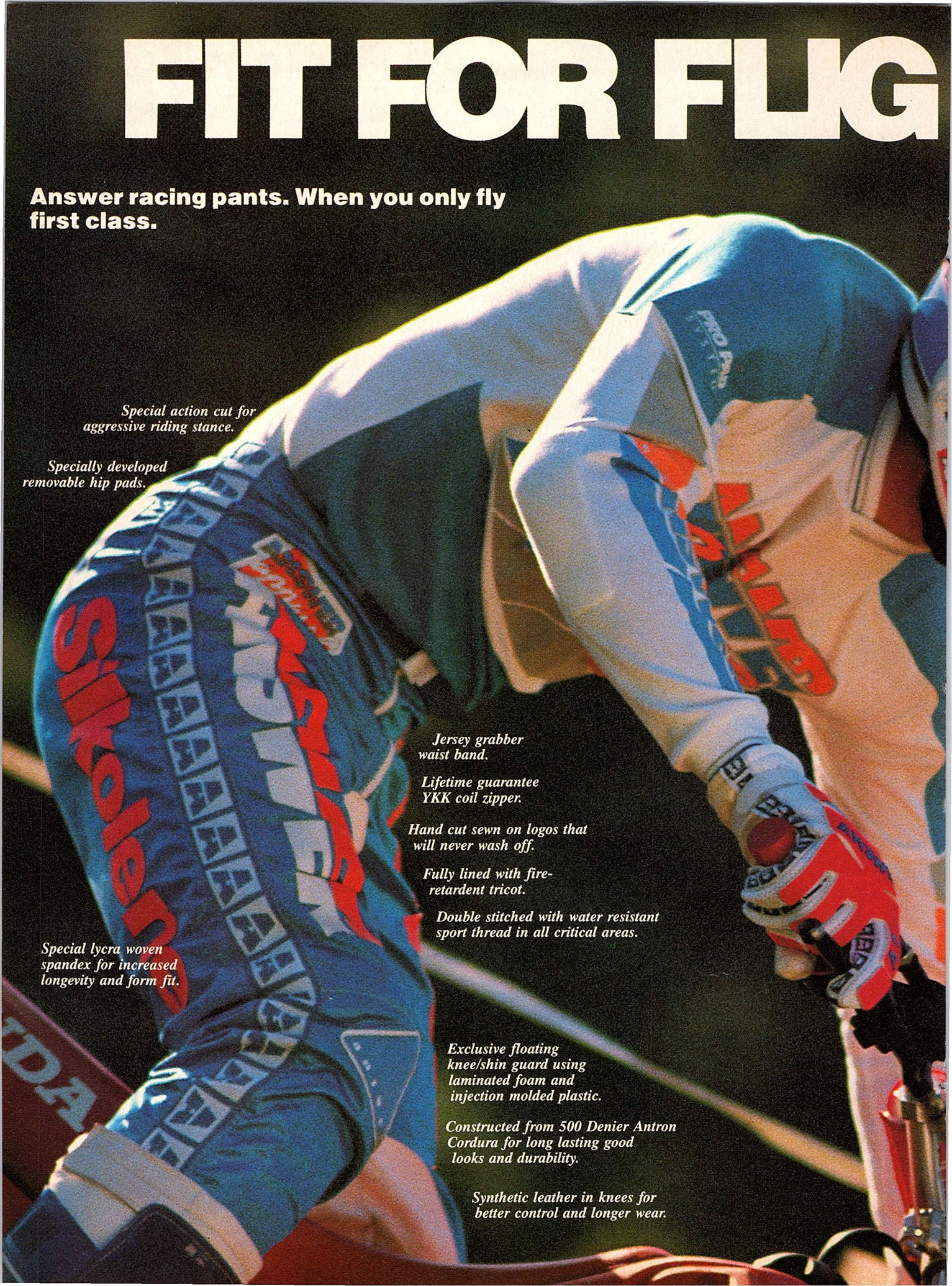
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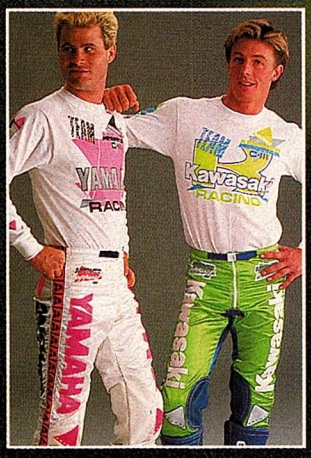
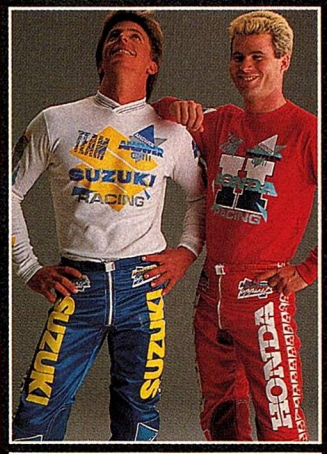
L. Wht/Yel Suzuki
PRO-GLO PANTS

R. Blu/Blu Honda
PRO-GLO PANTS
L. Wht/Wht Honda
PRO-GLO PANTS

R. Grn/Blu Kawasaki
TEAM PANTS
L. Wht/Wht Yamaha
PRO-GLO PANTS



R. Red/Red Honda
TEAM PANTS
L. Blu/Blu Suzuki
PRO-GLO PANTS



R. Red/Red Yamaha
TEAM PANTS
L. Wht/Red Yamaha
TEAM PANTS

R. Blu/Blu Suzuki
PRO-GLO PANTS
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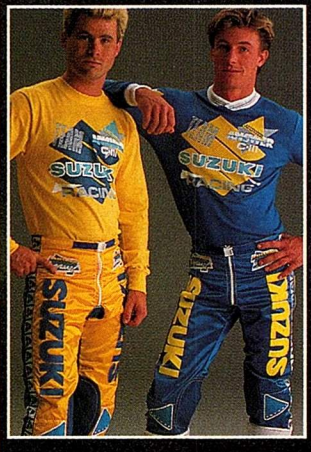

R. Blu/Blu Answer
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L. Wht/Wht Answer
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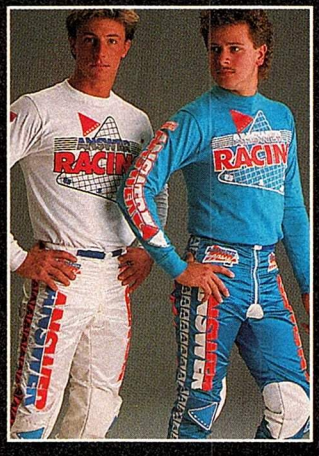

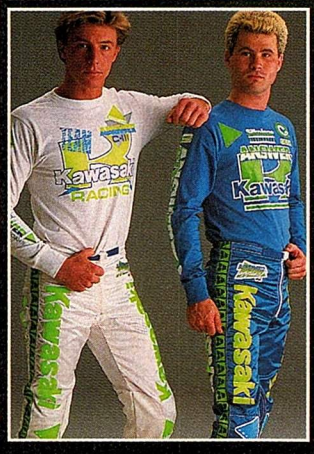

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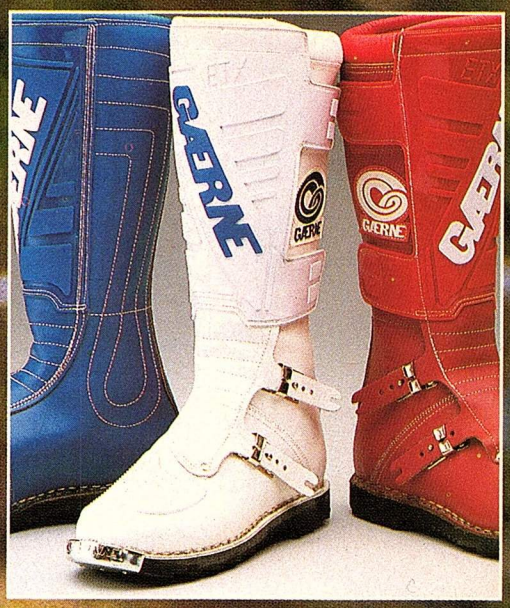

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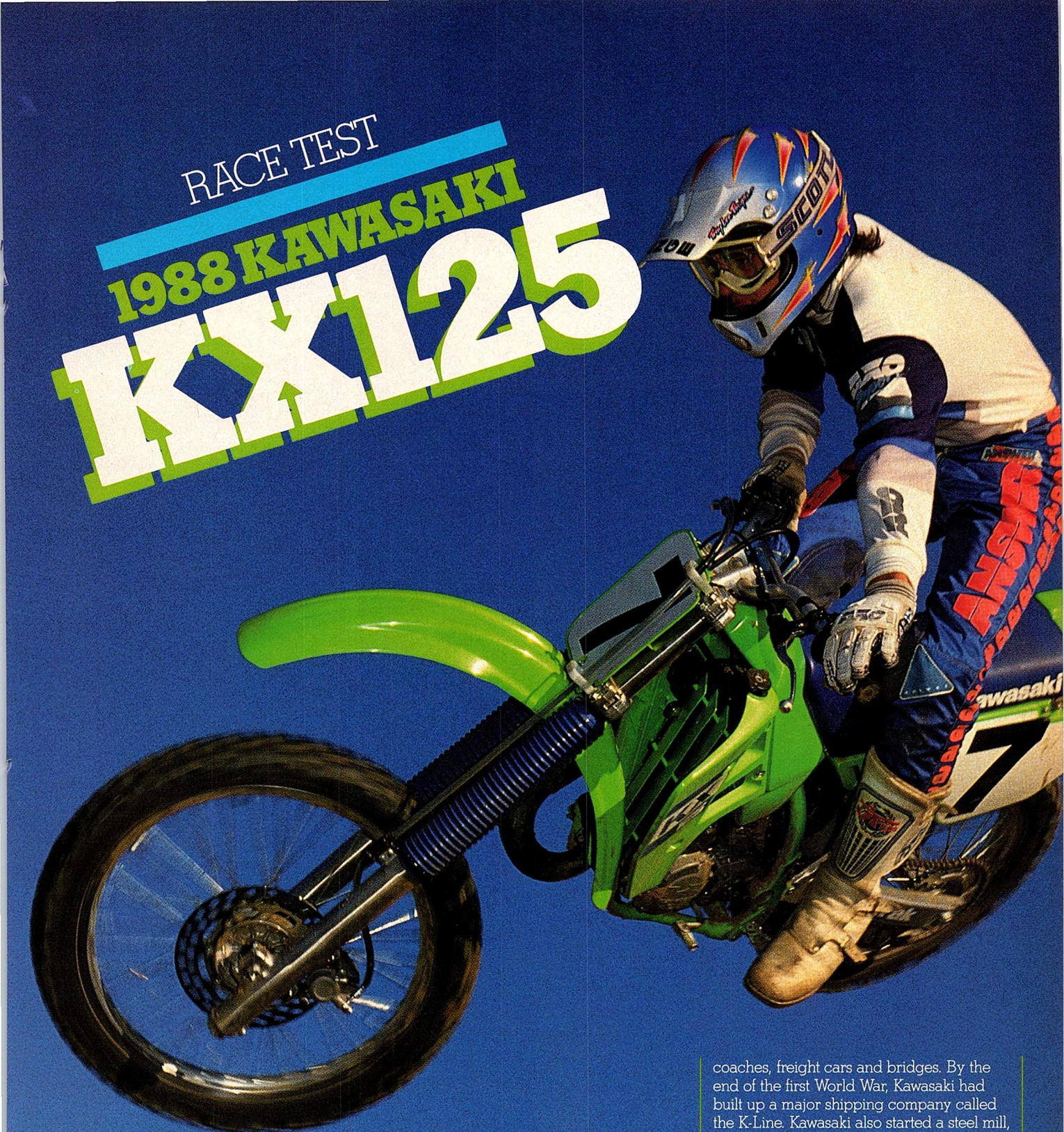
RACE TEST

1988 KAWASAKI KX125



Your reward is their reward

☐ Kawasaki has been around a long, long time. Motorcycle production started in the 1960s, which was almost three decades ago. But the actual Kawasaki Heavy Industries enterprise dates back to 1878. Starting as a dockyard in Tsukuji, Japan, the company moved on to shipbuilding in Kobe ten years later. By the first year of this century, they were manufacturing Japan's first steam locomotives. In the ten years from 1900 to 1910, Kawasaki built railroad cars, coaches, freight cars and bridges. By the end of the first World War, Kawasaki had built up a major shipping company called the K-Line. Kawasaki also started a steel mill, an automobile company and an aircraft group.

What does all of this have to do with the 1988 Kawasaki KX125? Well, it was from the aircraft group that the motorcycle division was formed. In the 1950s the Kawasaki Aircraft Company began producing motorcycle engines for other manufacturers. It didn't take Kawasaki long to realize that if their engines were good enough for other companies, perhaps they ought to build their own machines. In 1961 the first 125cc motorcycle rolled off the assembly line.

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For the fourth year in succession, Dunlop riders swept to victory in every 1987 AMA Pro Motocross championship in America... from Stadium Supercross to the Outdoor Nationals. To cap our success, at Unadilla Team USA captured the prestigious Motocross des Nations Trophy on Dunlop... while in Europe, Georges Jobe won the 500cc Motocross GP World Championship.

Congratulations to Rick, Jeff, Micky, Willie, Ron and Georges and to all other riders and teams who made 1987 another resounding success for Dunlop. Their victories are our victories.

'87 MX/SX Championships — AMA Pro Motocross — Stadium Supercross: *250cc National Champion — Jeff Ward, Kawasaki, on Dunlop; 125cc Support Champion (East) — Ron Tichenor, Suzuki, on Dunlop; 125cc Support Champion (West) — Willie Surratt, Suzuki, on Dunlop*

"Outdoor Nationals"
500cc Class National Champion — Rick Johnson, Honda, on Dunlop
250cc Class National Champion — Rick Johnson, Honda, on Dunlop
125cc Class National Champion — Micky Dymond, Honda, on Dunlop
National Enduro Champion— Kevin Hines, KTM, on Dunlop

Motocross Des Nations
Team USA, on Dunlop

World Champion
500cc MX Grand Prix World Champion — Georges Jobe, Honda, on Dunlop

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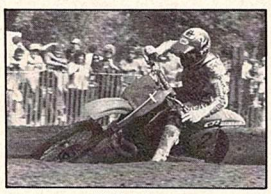
Rick Johnson

Jeff Ward

Micky Dymond

Willie Surratt

Ron Tichenor

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1888 -1988

KX125

Handle with care: Massive efforts to increase frame rigidity have brought the KX125 handling up to snuff. There is a little push out of the front wheel on flat turns and berms, but nothing that can't be compensated for.

AND THAT'S HOW IT BEGAN

By 1966, Kawasaki had set up its first office in America, and the rest is history.

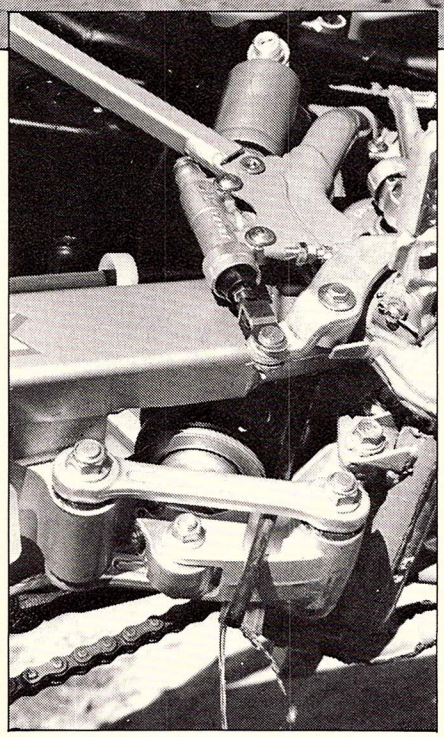
Motocross success wasn't immediate. Kawasaki hired GP rider Olle Petersson away from Suzuki to develop its first race machines, and the Swede who had made Suzuki into a world power hand-built and raced the first Kawasakis on the Grand Prix circuit.

In 1971, Kawasaki decided to begin racing with a full-on American team. Brad Lackey used the prototype 450, known as the TX450, to win the 1972 500cc National Championship. It was Lackey's only U.S. National Championship, but it wasn't Kawasaki's. Jim Weinert and Jeff Ward delivered Supercross and National titles over the following 16 years.

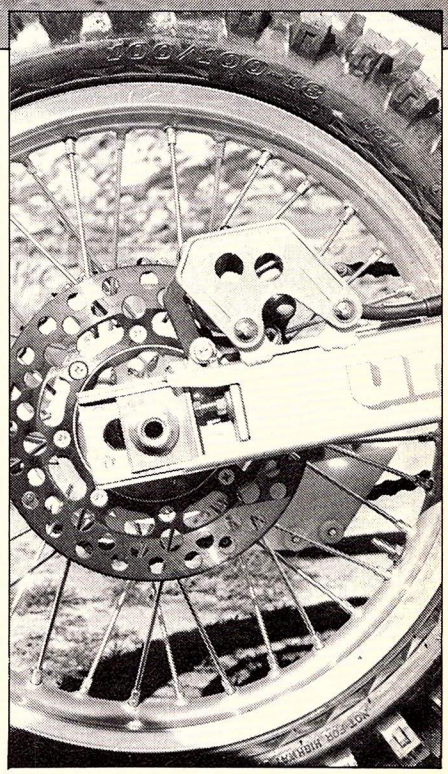
AND THAT LEADS US TO '88

For 1988, Kawasaki has built on its 16 years of American motocross success, 27 years of motorcycle manufacturing and 110 years of manufacturing prowess by totally refining its complete motorcycle lineup (and Kawasaki is the only manufacturer to produce a complete line of motocross machines—from 60cc to 500cc).

The 1988 Kawasaki KX125 is new from the ground up. The question is, is new better, or just different?

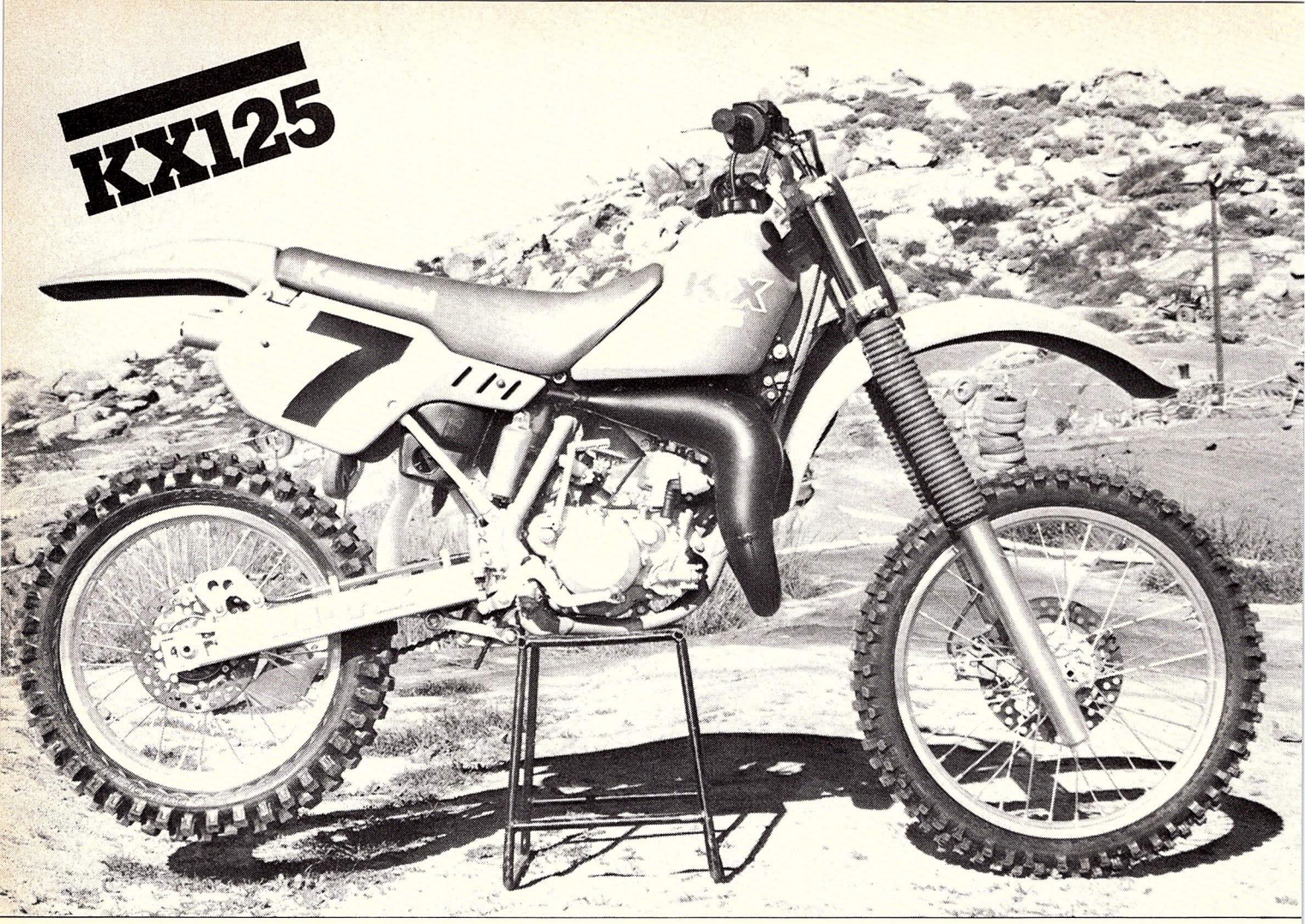


Missing link: Kawasaki's rear suspension has been improving each year. It looks as though 1988 is the year that the KX125 boingers come into their own. Good spring rate and predictable damping mean that you won't be spending extra bucks on shock mods.



Modulation: Dunlop K595 rear rubber hooks up well on hard to intermediate terrain. It doesn't have a long life span, but it gets the job done. The front K490 is at the head of the sneaker world.

KX125



On the side: Kawasaki's unique one-sided radiator allows for a clean and uncluttered right side. No one can accuse Team Green of copying another manufacturer's look, fit or feel.

ASK MR. MOTOCROSS

THE TEN MOST COMMONLY ASKED QUESTIONS

• When it comes to testing new machines, the *MXA* wrecking crew gets asked a lot of questions. People want to know which bike is the best and whether or not to spend their hard-earned money on the latest offerings from across the Pacific. It takes about 3000 clams to walk out the door with new plastic and steel. Nobody wants to buy a lemon!

QUESTION ONE: IS THE KX125 ANY GOOD?

Yes! Emphatically yes! Against very tough competition in the 125 Class, Kawasaki has taken a giant step out of the shadows and into the limelight. There isn't a single shortcoming that would stop the KX125 from winning any race with any rider aboard.

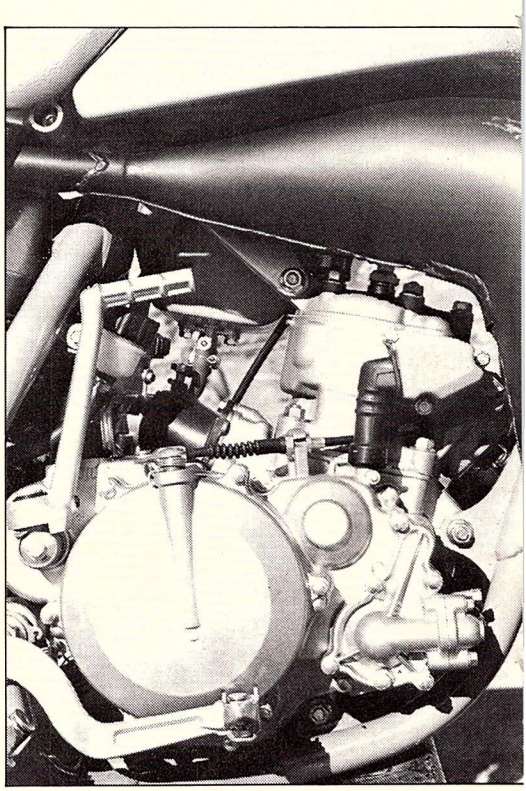
In stock trim, the KX requires almost no modifications to be a contender. You can buy it and race it without spending extra cash on it.

QUESTION TWO: HOW FAST IS IT?

It may not be the fastest 125 of 1988, but it is darned close. Plus, it has the best powerband. Very reminiscent of earlier (1986- '87) Honda power delivery, the KX mill has a smooth bottom end that is enhanced with a solid surge in the mid-range. It signs off on top and can't really be revved, but that doesn't matter, because it moves smartly in the middle. Of all the 1988 powerbands, the KX125 has the best-positioned and most-usable race engine. It's very nice. Not spectacular, but better than what is available in red, yellow or white.

QUESTION THREE: DOES IT HANDLE?

Unlike the Honda, which is razor sharp and quick, or the YZ125, which is light and sketchy, or the Suzuki, which works best under a load, the KX125 handling is foolproof. There is nothing awe-inspiring about it. It turns well, but not crisply. There is a little push, but not enough to irritate the rider. It jumps straight and flies far, but it doesn't go for mega air like a YZ125 (it also doesn't have any mid-range twitch). It cuts through whoops with predictable straight-line accuracy. Maybe the RM goes better in a straight line, but not by much. What do all of the mix-and-match comparisons mean? They mean that the KX125 isn't a standout handler in any one area, but it isn't a toad, either. It may lack some of the finesse of the bikes with superb traits, but it doesn't suffer from any of the shortcomings of its poorer-handling cousins. In a word, it's "solid."



Powerplant: Except for some raspy, low-end jetting, Kawasaki has built the best 125 motor of 1988. Solid punch, broad spread and the ability to pull the next gear without bogging. Top notch!

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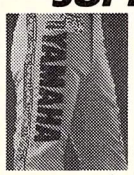

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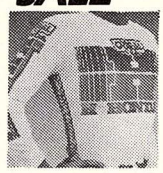

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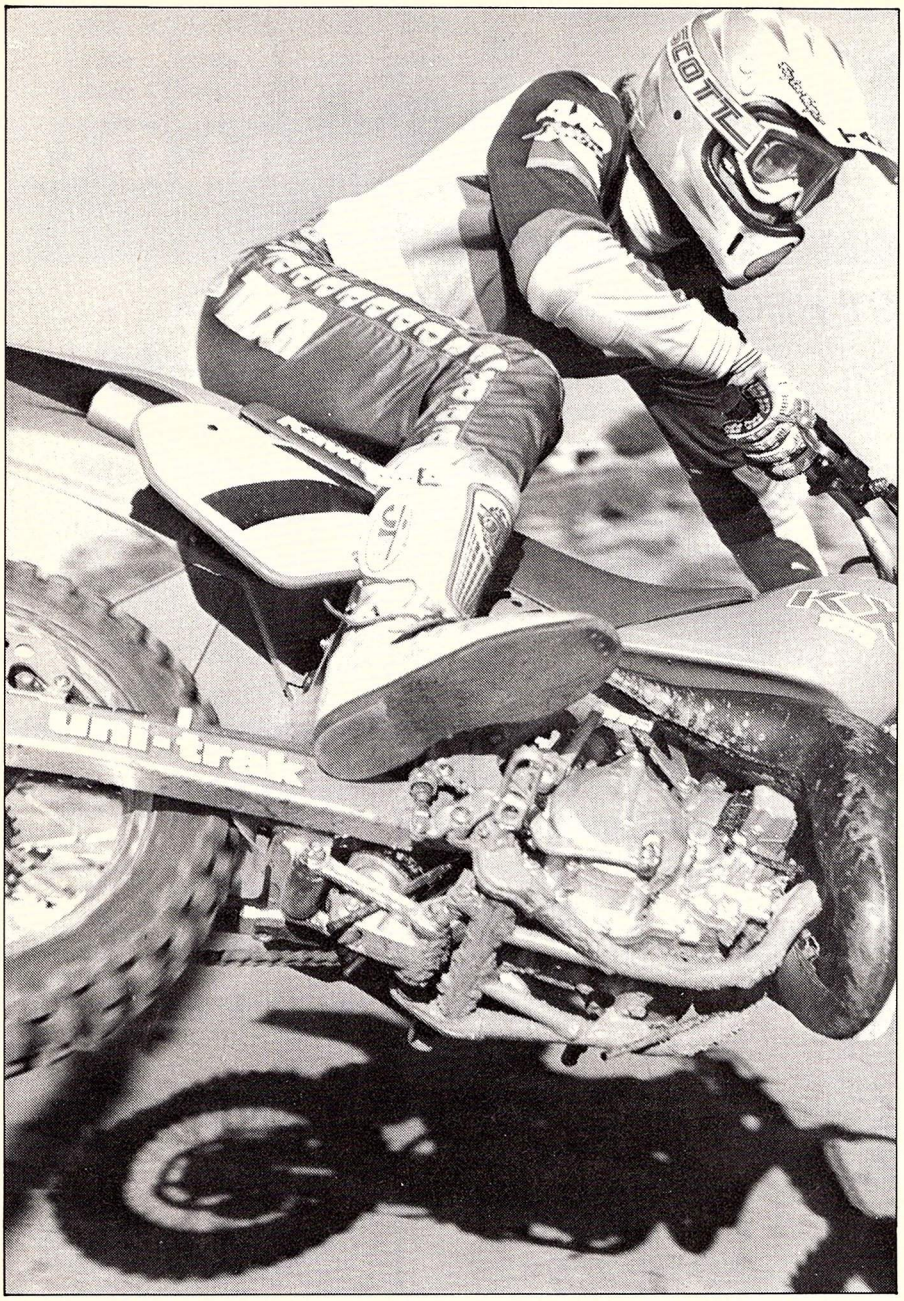

Setting sail: The '88 KX125 does it all. Jumps, turns, roosts and flat hauls. The biggest complaint is the seat foam. It's virtually useless when landing from jumps. Learn to live with a bruised caboose.

QUESTION FOUR: HOW'S THE CLUTCH?

Kawasaki owners from the past have good reason to question the KX125's clutch performance. It has been less than stellar the last few seasons (suffering from grabbiness and bulky movement). Two major improvements have enhanced the KX clutch up to acceptable standards. First, one additional friction and steel plate give the unit more bite, less slip and better actuation. Second, a quick-access side cover enables the rider to get to the clutch much easier than before. As a whole, the clutch is improved by a considerable margin, and it could use slightly better clutch-arm actuation. It feels slightly hinged, and there is some question about basket strength.

QUESTION FIVE: WHAT ABOUT THE FORKS?

Excellent forks! Cartridge forks replace last year's conventional damper rods, and the wave-washer 43mm Kayabas are well sprung for fast or full-sized riders. Small riders might not like the initial spring setups, thinking they are too stiff, but live with them for awhile, and the new KX forks will begin to break in. Stiction on the sliders has been a major problem on some forks this year (most notably the Honda Showas), and break-in time makes a big difference. If you change them when they are new, you might be in trouble after a few races.

QUESTION SIX: DOES THE SHOCK WORK?

Kawasaki seems to have improved the KX125 suspension much more than the KX250 or KX500 boingers. The rear suspension was excellent for most of our riders. The Pros felt that both the front and rear could be stiffer, and the little guys wanted it a shade lighter. In the end, that

KX125

type of dichotomy means that for the average guy, the shock damping and spring rate are about right. In a series of races with a wide variety of riders, the shock settings were well within acceptable ranges, thanks to 16 clicks of rebound and compression adjustment.

QUESTION SEVEN: HOW DOES IT FIT AND FEEL?

At first we didn't like the way the tank, seat, side panels and frame were laid out. It is big, wide and rather chunky. Every test rider mentioned the width of the tank/seat juncture as soon as they threw a leg over the KX. After their first ride, every tester, to the man, said, "I thought it would bother me, but it felt fine."

The bike has a heavy and wide feel to it when it is sitting still. Once under way, that chunky feeling doesn't really go away, but it is manageable. In time we grew to like the substantial feel and began to think of the KX125 as the first 125cc bike to have the fit and feel of a 250. Small riders were the only ones to suffer. It definitely favors big, strong and physical riders.

QUESTION EIGHT: WHAT BREAKS ON IT?

That's a good question, and with Kawasaki it is worth asking, because previous KXs have suffered a variety of frame, linkage, shock bolt, footpeg and wheel problems. Luckily, in 1988 we can report only one major breakage problem on our test bike—the plastic. For some reason, KX plastic tends to break rather than bend. We destroyed a rear fender (it came loose twice) and left-side panel in rather unobtrusive crashes. As for the chronic frame and linkage problems, they are a thing of the past.

QUESTION NINE: WHAT'S NEW ON THE MOTOR?

Everything! Totally new cases, covers and cylinder house—a whole plethora of innovations and modifications. A new 35mm crescent-shaped-slide Keihin carb feeds through carbon-fiber reed petals. The crankcase induction is similar to the KTM, Yamaha and Honda engine designs.

Kawasaki changed the KIPS system to incorporate a main exhaust valve to go along with the two auxiliary exhaust ports. The main exhaust valve raises and lowers with rpm changes to provide a broader spread of power for 1988. And it works.

QUESTION TEN: WOULD WE BUY ONE?

Yes! Kawasaki has taken a major leap forward in stature in the tiddler class. When you go to your local Team Green dealer and plunk down your hard-earned cash on the 1988 KX125, you will be rewarded with a buy worth the money, and Kawasaki will be rewarded for doing it right. □

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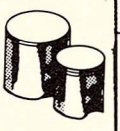

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CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
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CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.64
CR250	1983-87	9.56
CR500	1984-87	9.56

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CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26

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CR80	1980-82	$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

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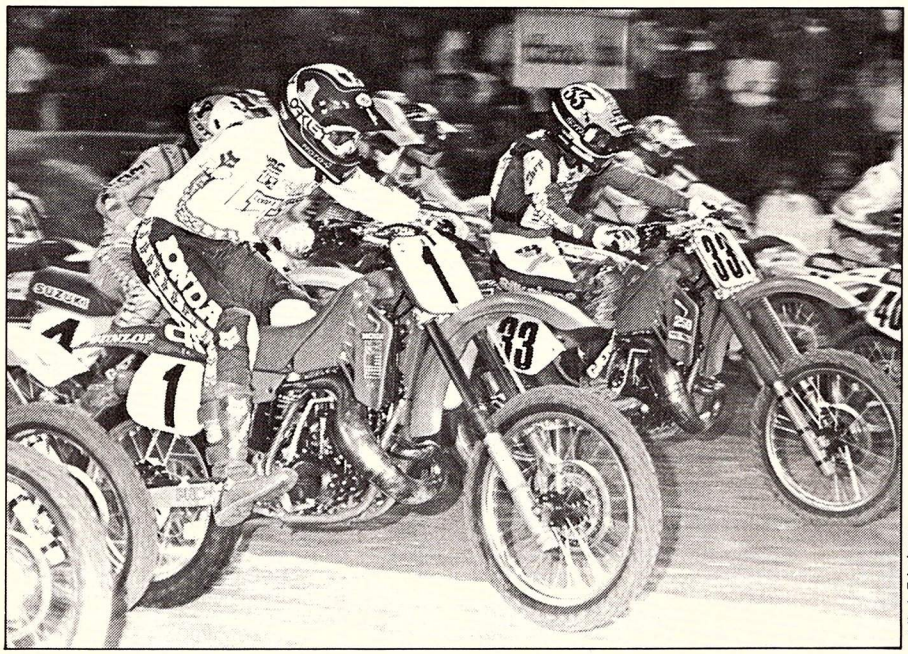
THE MILLION $ DOLLAR MAN

HOW MUCH DOES RICK JOHNSON MAKE?

Life's a beach when you're on top

By Greg Barbacovi

Bad Boy Club: Life's a Beach was so happy with Rick's success as spokesman that they made him part owner of his own clothing line. Too Hip sold over two million dollars worth of shoes, shorts, jackets and shirts in its first year of business.



Mitch Friedman

That's all? AMA purse money represents a relatively small amount of Rick's income. His Supercross and 250 National results were worth less than $22,000 this season.

☐ When was the last time people cheered, whistled and yelled out your name while you were working? Ever been asked for your autograph? Do stores call your house and offer free clothing . . . and promise money if you wear them?

Rick Johnson is a happy young man. He gets paid to ride a motorcycle (faster than anybody else). His current boss, American Honda, has a three-year contract for his talent, and it expires after the 1988 season. More titles and championships will probably mean a raise, whereas injury or (*gasp!*) losing would reduce his bargaining power. Wait a minute! Exactly how much money does RJ make?

ON THE NERVOUS END

People get nervous when questions about money are asked. This becomes especially true in the competitive, ego-filled world of motocross. Rick himself is unusually tight-lipped. "Figure it out yourself," he challenges. Rick's friends at Life's A Beach gave only a vague figure, and then threatened to saw our mothers in half if word ever got out. We listened to all the rumors and talked to all the industry insiders and finally determined that Rick Johnson earned one million dollars from motorcycle racing in 1987, including salary, sponsorships, bonus schedules and endorsements.

A LITTLE HISTORY

Let's go back to 1982. As a member of Yamaha's "B" team, Rick Johnson received a production bike, mechanic, van, some expenses and an occasional plane ticket (when the season became too hairball to drive). It was his first full season on a 250cc machine, a season that started with a famous run-in with teammate Bob Hannah at Anaheim Stadium (Bob thought he was blocking and wanted Rick fired from the Yamaha fold) and closed with an outrageously stylish win at the first Tokyo Supercross. His salary was $24,000 a year.

THAT'S A LOT OF SNICKERS

Back to the present. With a bundle of National titles, a Supercross Championship and thousands of loyal fans behind him, Rick Johnson carries a lot of momentum into the last season (1988) of his Honda contract. His Honda deal is worth $275,000 in base pay alone for 1987. His rumored performance bonus schedules call for $5000 per National moto victory. That means the 1987 250cc Nationals alone were worth over $45,000 in bonus cash. Heat-race wins at Supercrosses chip in an extra grand for the win, Main Events cost Honda a rumored $10,000, and then there's Honda's legendary $100,000 bounty on any National or Supercross title.

We're not done, yet. Did you know that the AMA pays its National Champs $200 per event just to show up? In Europe, promoters know that Rick's name sells tickets, so the bidding starts at $5000 plus a trip in the first-class cabin, and a fancy hotel room or two when he arrives. Rick's Supercross season cost Coors Beer $3500 in fastest heat-race bonuses, but they got a picture of RJ in a Coors hat in return. Then there's purse money at every race. Supercross wins pay between $1500 and $4500, and Ricky won seven Supercrosses in 1987.

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LIFE'S A BEACH

The other major source of Rick's income is clothing and safety equipment endorsements. Smart pit talk has it that having Johnson wrapped in your company's garb would set you back between $100,000 to $150,000 a year, counting salary and win bonuses. Oakley and Bell pay a flat fee for his endorsement (our guess is $20,000 each) with weekly bonuses depending on his finishes. Same with Renthal bars and Dunlop Tires. Honda's own oil company, Pro Chem, even slips him $3500 for major victories. As Rick himself said, "If you're riding hard and winning, the factories come to you."

THE BAD NEWS

The question that frequently pops up is, "Is he really worth it?" That's not a slap at Rick Johnson, but a judgment that people in marketing make every day. If you owned Honda and your job was to sell motorcycles, would you lose $300,000 in sales if Rick was on a Kawasaki? Honda thinks Rick sells motorcycles. The guys at Oakley need to sell at least 1000 pairs of goggles to cover Rick's salary. Add bonus money and giveaways, and multiply the figure by the number of other sponsored riders across the country, and you have a huge deficit to make up. Obviously, Rick Johnson's sponsors made a sound investment, but more than one industry veteran feels that a slowdown in bonus money and freebies is near. After all, how many free gloves did you receive during your Little League days?

HE WAS FUN TO WATCH

Bottom line is, Rick Johnson worked hard for his money last season. His comeback after being knocked unconscious in Anaheim included domination of the 250 and 500 Nationals, a 250cc USGP romp and a thrilling come-from-behind win at the Superbowl. Practice and the desire to win got him his lucrative contract, and the next time you sneer at those high-paid, megabuck racers, remember that one mistake can end it all. If 1988 is as good to Rick Johnson as 1987 was, can a two-million-dollar deal be far behind? □

MEET TEAM THIN WALLET

DOUG DUBACH—A PRIVATEER WITH SUPPORT

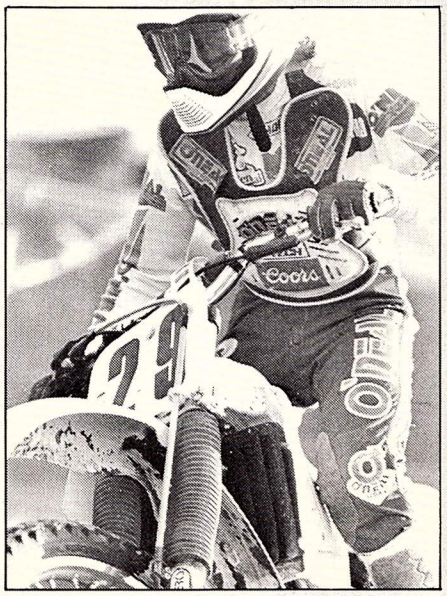
• And then come the privateers; diehards who are willing to sell their soul for spare parts, and to borrow from friends to pay entry fees. Doug Dubach is an example of this young and optimistic breed. The Costa Mesa, California, resident began the season as a $500-per-week factory rider for a European company. They ran him in the 125 Class of the CMC Golden State series, and he brought home the class championship. His reward? They fired him. Congratulations, Doug.

BIG BROTHER WAS WATCHING

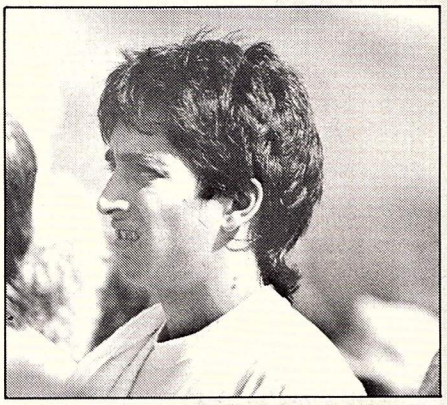
Doug's lack of support was discovered by Yamaha, who made room for him in their Amateur Series Program (not the professional team). Larry Griffis told *MXA* that Doug "has the attitude and commitment necessary to become a factory pro. He gives 100 percent from sunrise till sunset, and uses his free time to do whatever is necessary."

There is no salary in the program, but two bikes and $1000 in parts help Doug through all the National Amateur events. Yamaha adds a $300 bonus to the purse for an overall win at the World Mini GP at Ponca City, or at Loretta Lynn's. Doug splits his time between the NMA circuit and AMA Nationals. A seventh at the Phoenix Supercross earned Doug an extra $800 from Yamaha to add to his share of the purse. The new MTE-sponsored Ultracross stadium races threw a big payday in Dubach's direction when promoter Mickey Thompson paid Doug $150 for his qualifying time, $100 for longest jump, $400 for a heat win, another $400 for second place in the Main, and $579 in passing points which are earned throughout the event every time a rider passes somebody. Doug likes Ultracross.

Doug's main sponsor is Paul Thede's Race Tech. Paul keeps the bikes going for free, and covers any additional expenses he can. On the road, a friend of Doug's serves as mechanic, and they usually drive a pickup truck to each event. Gasoline, hotel bills and food expenses pile up fast. As Doug pointed out, "If I don't win, we don't eat." •



Coors is the one: Each sticker on Doug Dubach's body represents a potential contingency check. Coors gave $20,000 to winners of the fastest Supercross heat races in 1987, and ear-marked $2000 to the highest-placing non-factory rider.



Just like extra credit: Doug Dubach's positive attitude and willingness to work hard was recognized by Yamaha. Additional work as a test rider riding new equipment at Yamaha during the week helps Doug cover weekend racing expenses (Yamaha pays $75 a day).

WHY SUNGLASSES COST $70

HOW MUCH DO SPONSORS REALLY PAY?

• Three elements are common when dealing with sponsorships: salary, bonus money and products. All of the sponsors listed below give Rick and Doug free products, but Rick gets more. Remember that bonus money varies, but privateer bonuses rarely exceed $300 per race, and are paid only when a rider finishes in the top three. •

SPONSORSHIPS

RIDER	**RICK JOHNSON**		**DOUG DUBACH**	
SALARY	Honda	$275,000/Bonus	Yamaha Support	Bonus
BIKE	Honda	Bonus	Race Tech	Product
CLOTHING	MX Fox	$100,000/Bonus	O'Neal	Product
HELMET	Bell	$25,000/Bonus	Shoei	$1000/Bonus
GOGGLES	Oakley	$20,000/Bonus	Scott	Bonus
TIRES	Dunlop	$20,000/Bonus	Dunlop	Bonus
BARS	Renthal	Bonus	Renthal	Bonus
PLASTIC	Acerbis	$10,000/Bonus	None	None
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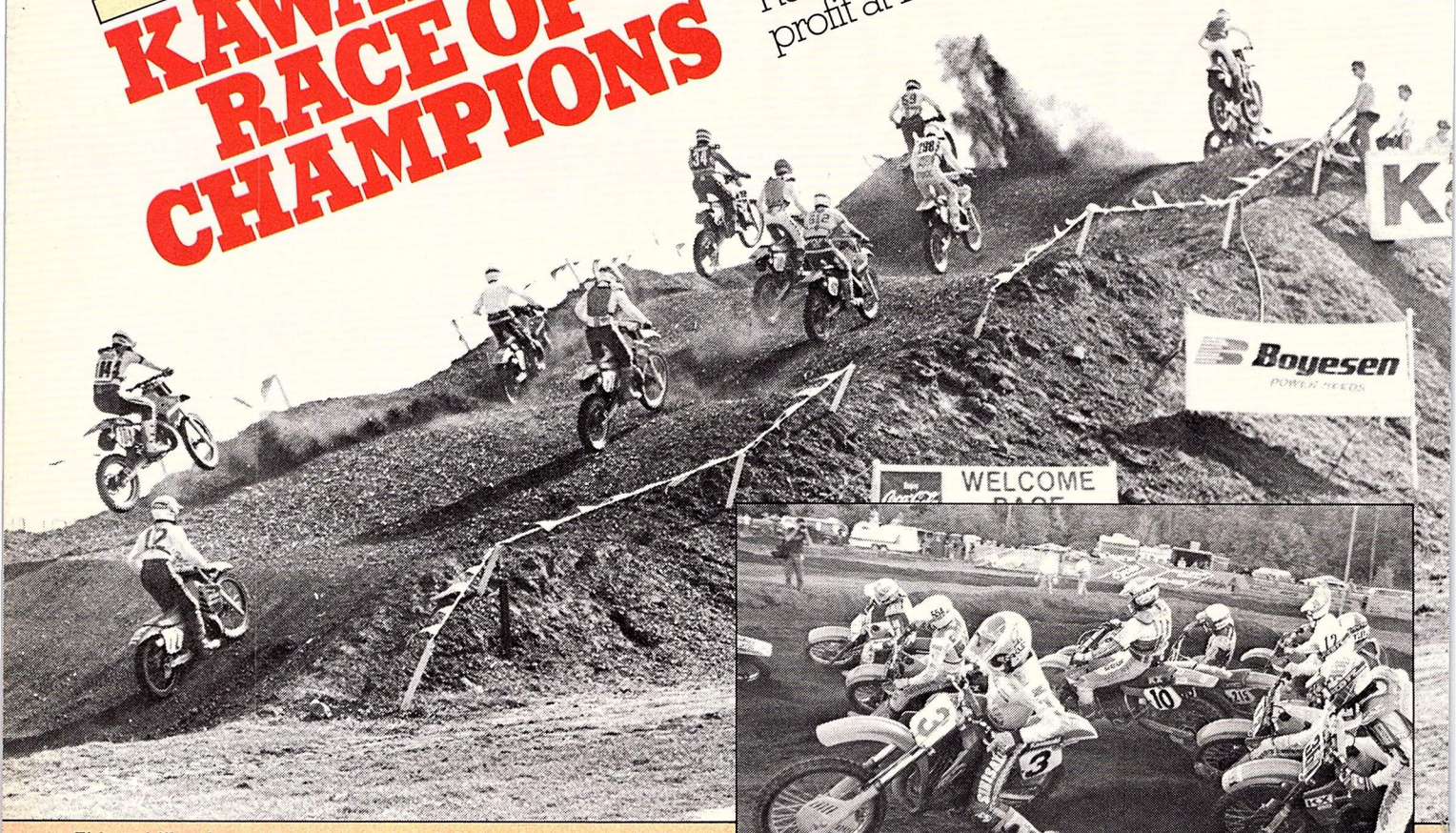
K. 9.00-12.00
L. 32.00-36.00
M. 160.00-230.00

EAST COAST FUN

KAWASAKI RACE OF CHAMPIONS

Racing for fun & profit at Englishtown



This uphill staircase jump was a rider favorite. An all-out banzai run at it would land you near the top.

Wardy executes his pivot and turns a fourth-place start into the lead as he exits the corner. Class move. ►

☐ Fast becoming one of the premier events on the East Coast, the 11th annual Kawasaki Race of Champions saw a record turnout of fans (4000) and riders (800) to contest a race that in many ways surpasses a National. Track promoters Ken Landerman and Jay Irwin have put together an event that attracts everything from the factory elite to the new up-and-comers of motocross. The race is held in conjunction with 35 participating Kawasaki dealers, hence the name Kawasaki Race of Champions.

Kawasaki's factory team of Jeff Ward and Eddie Warren showed up, along with Team Green support racers Tyson Vohland, Chris Coleman, Denny Stephenson and local hero Mickey Kessler. Over 160 of the best local and regional Pros also showed up to battle the factory stars and, hopefully, gain some National recognition.

"This event is second only to Loretta Lynn's and should soon be as popular," remarked Kawasaki's Mark Johnson.

READY TO RACE

On Sunday morning the sun was shining, the crowds filled the 4000-seat grandstands, and the racers were ready. The track looked impressive, as Irwin and Landerman had

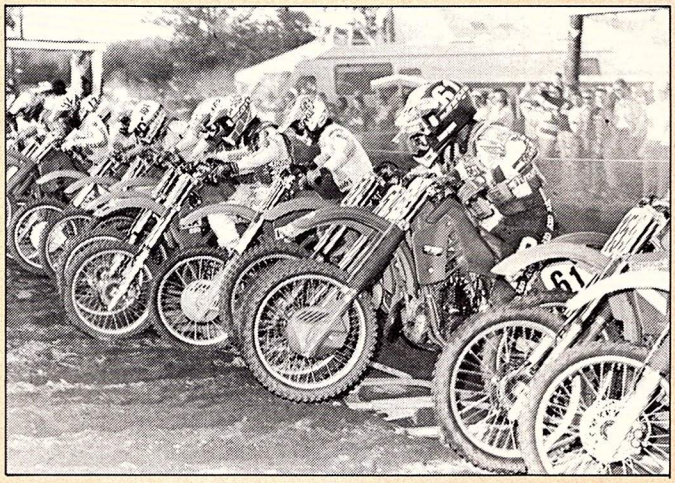
One of the roughest tracks on the East Coast, Raceway's mix of loam and wood chips was in perfect shape for traditional outdoor motocross racing. The airport-style control tower in the background is the scoring and announcing booth.

Englishtown's Raceway Park is a cornucopia of jumps, turns, berms and camelbacks. It may have started as flat land, but it didn't stay that way.

67
7
HONDA
98

▲*Chris Coleman put in an inspired ride at Englishtown, taking second behind Wardy in the 250 Pro ranks. Kawies took nine out of the top ten places in the 250 Class.*

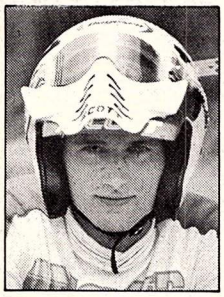
RACE OF CHAMPIONS



A heavy turnout of Eastern Pro and Kawasaki team riders were on hand for the 11th Annual Kawasaki Race of Champions at Raceway Park in Englishtown, New Jersey. Perfect racing conditions were an added bonus for the participants.

TIDDLER WINNER

WADDINGTON ON ENGLISHTOWN



◄ *New England champ Joe Waddington often makes the short trip to central New Jersey to race at Raceway Park. Joe cleaned house in the 125 Class, winning not only at Kawasaki's race, but also Suzuki's and Honda's.*

• **MXA:** *Joe, you won the 125 Class overall. That makes it a clean sweep for you in the events the factories have run here. How does it feel?*

Joe: I'm pleased with the way things have turned out on the 125. I wish things could have been better on the 250. I won the overall today, and the overall for Suzuki's race in June, and Honda's race back in March.

MXA: *Tell us about the track and racing here.*

Joe: The track is great. It is always well prepared and organized. The track is fun to ride on; it is a Supercross-style design, much like that of Daytona. It seems as though every time I race here, the track has been changed and new sections have been laid out. I think it would make a good track for a National, especially for the spectators. The place is also always packed with people; they really get into the racing.

MXA: *Tell us about your motos.*

Joe: In the first moto I got a fair start and worked up from about fifth to take the lead. On the last lap I took a bad line around a lapper. I guess I panicked (laughs), and I ended up getting passed right at the checkered flag.

The second time out, I got another decent start and got up to third. Chris Coleman and I spent the next several laps battling. I passed him and crashed. Then he passed me back. I got right on his tail and battled again, and he crashed. I then went after Tyson Vohland, and we diced for a while, but I couldn't get by him. I finished second and took the overall. •

Looking very much at home on a 500 Kawasaki, Team Green's Eddie Warren coolly rode to the Open class win ahead of fellow Kawasaki rider Keith Johnson. An "on the gas" Mike Jones blasted his Yamaha into third.

New England Honda rider Joe Waddington overcame a horde of green machines to capture the 125 Pro class at Raceway Park. The talented Honda rider is itching to make the jump to National prominence.

fine-tuned it overnight with dozing, chips and the final touches: flowers, banners, pumpkins and an impressive winner's circle.

The 250 Pro Expert class was the feature class that had the most notable entries: Jeff Ward ('87 USA Supercross Champion and Trophee des Nations Champion), Mickey Kessler (New Jersey State Champion), Chris Coleman (New York's hotshoe), Brian Carroll (District Six's hot shot), and more than 60 entries.

GENTLEMEN, START YOUR QUALIFIERS!

Qualifiers had to be held to determine who would transfer to the Finals. Jeff Ward showed why he is ranked number one in the USA. The factory pilot rocketed to a good start behind Cycle Sport Center's Chris Coleman and Team Green support racer Tyson Vohland. Within laps, Ward was by the two Kawasaki kids and on his way to his first moto win. The second qualifier was a solid East Coast duel between New Jersey State Champion Mickey Kessler, New England hotshoe Joe Waddington and past Race of Champions winner Carlo Coen. Kessler had the fans standing as he held off Johnny Thompson, Joe Waddington, Carlo Coen and Brian Carroll. The fans were in awe at the conclusion of the second qualifier, knowing that a superb Final was set to explode.

UP-AND-COMER NATIONAL

While the 250 Pros kept the fans cheering, the 125 Pro class had the over-4000 fans on the edge of their seats. The 70 entries were most impressive when they assaulted the Raceway Park Motocross track.

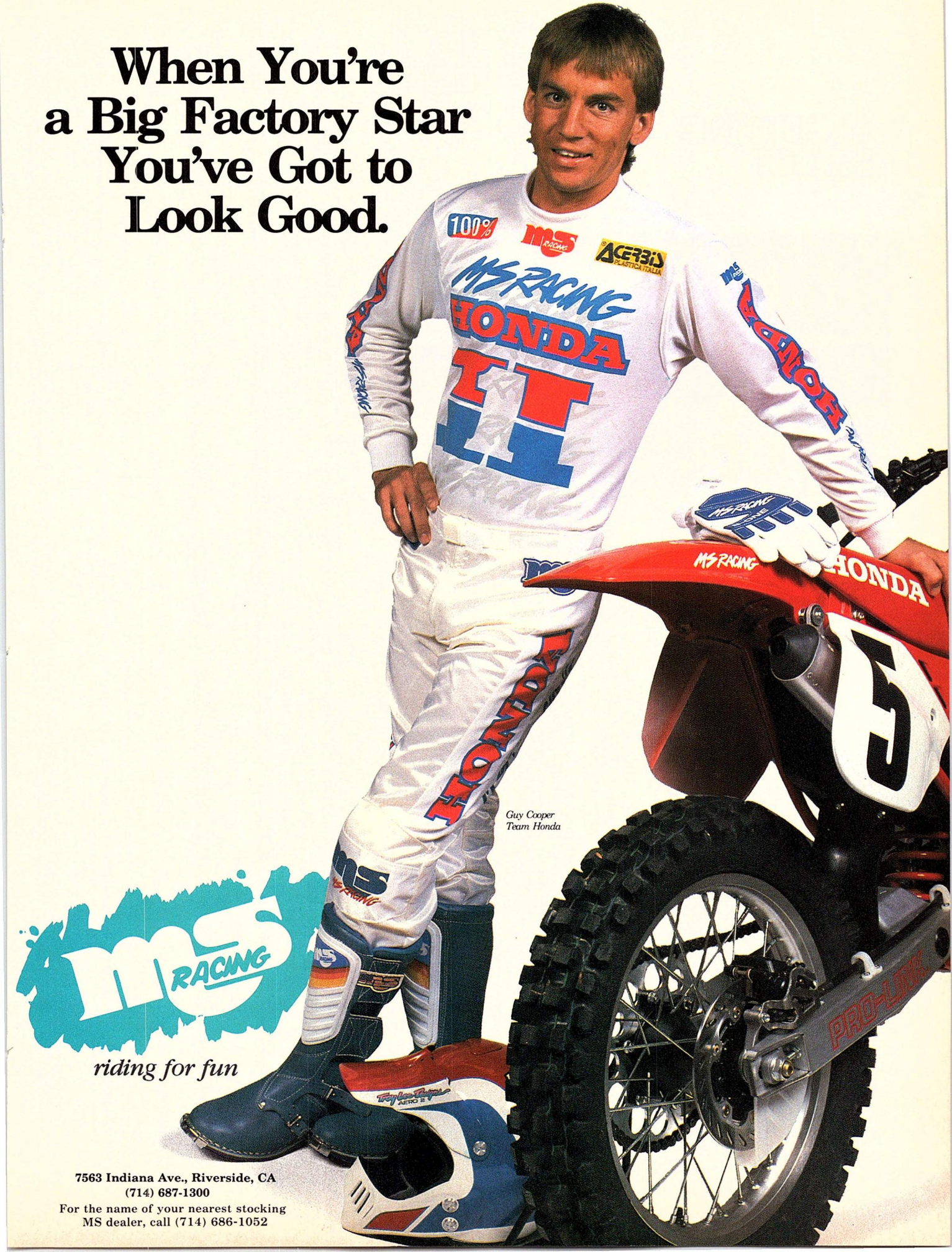
The race could have been renamed the up-and-coming future Nationals as Sacramento, California's Tyson Vohland, Nebraska's Denny Stephenson, New England's Joe Waddington and New York's Chris Coleman made a superb show. In the end it was Waddington, Coleman, Stephenson, Vohland and Coen, in that order.

FINALS IN NEW JERSEY

Jeff Ward dominated the 250 Pro Final with an outstanding ride ahead of Chris Coleman and Mickey Kessler. Eddie Warren

(continued on page 117)

When You're a Big Factory Star You've Got to Look Good.



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ON GETTING RESPECT

MICKY DYMOND

IN FOCUS

Working to achieve his just desserts

By Todd Smith

On his new motivation: "This [racing] is what I want to do. . . I feel I have reached one plateau, and now I have to work to reach the next one."

Paul Buckley

☐ Overnight success is rare in any sport, but especially in motocross. Success, if it ever comes, takes years of paying dues. And does not guarantee stardom when it *does* come. Micky Dymond has become successful. He earned a factory ride and paid off with two National Championships. Yet that success has not meant stardom and big-bucks endorsement deals. Not yet, anyway.

Micky Dymond has been maligned by a lack of respect from his peers, his bosses and the media. The cause? A perceived absence of drive and determination, as though he were just going through the motions. Despite the fact that he won the 1986 125 National Championship, which is what racing is all about, it was regarded as more the other riders losing it than his winning it.

Micky repeated again in 1987, yet again he was denied the fanfare, even though he overcame a viral illness that plagued him through much of the year. To top things off, Micky was passed over for the chance to represent his country at the Motocross des Nations for the second time.

Micky Dymond plans to dispel that negative aura in the upcoming season. With his move to the 250/500 Class came a move to a new bike and new beginnings. He says he "has become focused" and is determined to make an impact on the sport. Will Yamaha-mounted Micky Dymond finally achieve the stardom and respect that he deserves? Only time will tell.

MXA: *First, let's talk about your going to Yamaha. Did you leave because of Gary Mathers' announcement that the only person who was definite for Honda in '88 was Rick Johnson?*

Micky: No, that kind of thing is basic. You expect that to happen. One thing about the announcement is that I didn't hear it until much later. I knew something was in the wind, anyway.

The other thing is that everyone [the media] keeps making it out as though it were an insult, and that I was mad about it. I would much rather have someone make that type of announcement than say something that would lead me on or leave me hanging in thin air. Everyone at Honda was good to me; they let me know right away where I stood. Roger DeCoster told me straight out what the situation was.

MXA: *All right, that situation is straight. What are your thoughts about Yamaha?*

Micky: I'm happy with the deal we've worked out. People have been great, and the transition is going smoothly. I think they will be a good organization to work for. I also think they will promote me well.

MXA: *You seem to hint at dissatisfaction with the way you've been promoted, or not promoted, in the past.*

Micky: Well, yeah. I'm not happy about the way Honda promoted me. That is my only gripe with them.

MXA: *What do you think they should've done?*

Micky: I think they could've promoted me better with win ads, stuff like that. They pay me to win races and championships, and I do that, but they didn't take advantage of it. Look at Suzuki; when one of their guys wins—even a support rider—they have an ad about it.

Ya know, guys try hard, but when they accomplish something and nobody mentions it, it takes away from winning, at least I think it does. It's as though nobody cares. I suppose, though, that with all the economic problems and the cutbacks, advertising wasn't in the budget.

MXA: *Getting back to Yamaha, we hear you will only be riding a 250.*

Micky: Yeah, I only have to ride the 250 Class and the Supercrosses.

MXA: *How did you work that? We thought you were a 500 kinda guy.*

Micky: Well . . . (long pause) it was Yamaha's idea.

MXA: *You mean it was their idea that you only ride the 250? Don't you think that's bad for the sport?*

Micky: Well, I like riding the 500, but who knows what the AMA is going to do? I think it will be better for me to concentrate on the 250. I'm really looking forward to . . .

MXA: *Don't change the subject! You still haven't answered the question. Besides, the idea of banning 500s came from Yamaha.*

Micky: I don't know. Maybe they don't race 500s in Japan. Let's watch *Monty Python*.

MXA: *Okay, we'll move on. Tell us how you got to this point. When did you first start racing?*

Micky: I think it was late 1979. I started on a 250 Kawie and then switched to a 125 Honda and a 450 Maico. I quickly moved through the Intermediates and turned Pro after about a year.

Back then it was great to race. You could race three or four times a week and make some good money. Racing that many times also made you faster. Now it is different. You can't even find anywhere legal to ride.

MXA: *Then came the Husky deal.*

Micky: That came in 1984, and it was a support deal. I had raced the Saddleback National in '83, but '84 was the first year I rode the whole series. I rode for Husky for two years. I had some good motos now and then, but I could never put together a good series.

I was just learning about the Nationals, learning to go fast for a whole moto. I learned to go fast, but the bike became a problem. It either broke during a race or when I was out practicing. It was difficult to do well; it takes a lot of money to race the Nationals and be competitive. Unfortunately, they [Husky] didn't have a lot. But you already know that. They helped me, and I really appreciated it.

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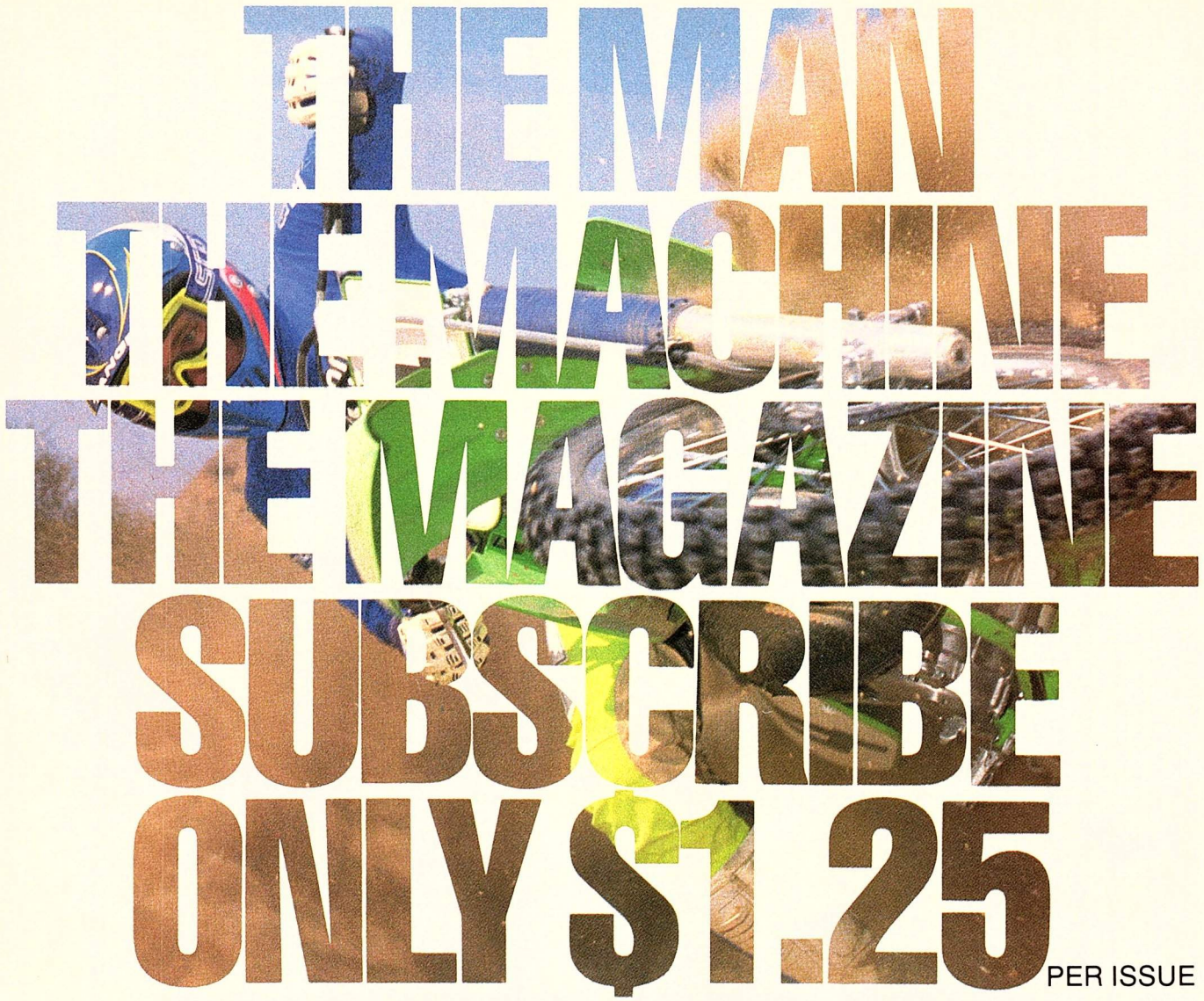
ALUMILITE



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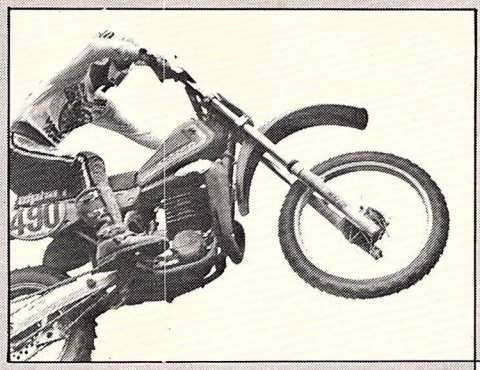


On the early days: "I started on a 250 Kawie, and then switched to a 125 Honda and a 450 Maico. Back then it was great to race. You could race three or four times a week and make good money."

MXA: *Did you ever get discouraged, think you wouldn't make it?*

Micky: No, I wasn't discouraged. Things sometimes seemed far from my reach, out of my control. I just kept my goals and motivation and kept working at it.

MXA: *How did you feel when you signed with Honda?*

Micky: I was ecstatic! I never thought I'd get a ride like that. When I signed, I was a little unsure about being able to live up to the responsibilities and expectations.

I worked hard in '86. I had the speed, but not the experience. I didn't do well in the first two races and didn't think I'd have a chance at the title. I just kept at it, and I won. It was such a change to go from a Husky to a Honda—and to a 125 at that! But boy, did I learn a lot about racing on the 125!

MXA: *What did you learn?*

Micky: How to ride aggressively. To ride aggressively but not sloppily. It takes a lot of technique; the bikes are so temperamental, they're really tough to keep on the pipe. There is very little room for error. If you get a bad start or crash out of the top ten, it is tough to move up and win. The racing is also very tight. I think the 125 guys don't get enough credit. They certainly get less credit than a guy on a 250 or 500. A guy who wins or gets second on a 125 gets less recognition than a 250 rider who gets fifth or sixth. I don't think a lot of people realize how difficult it is to race a tiddler. I'm sure that if Johnson, Ward or O'Mara were to race a 125, they'd win, but it wouldn't be a cakewalk!

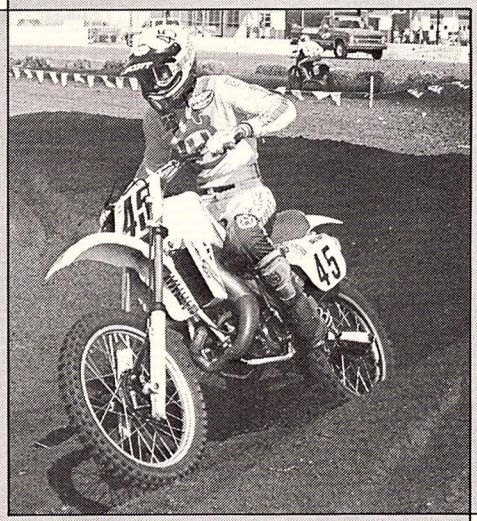
MXA: *Do you think the champion exclusion rule in the 125 Class is good?*

Micky: Sure, it keeps the racing tight, and it gives riders a chance to develop. I don't view the class as a support class for the bigger bikes, though. I think some of the year's best racing was in the 125 Class. We put on a good show. I just hope the AMA doesn't go messing around with more rule changes. The present format definitely works.

MXA: *Do you think the AMA makes too many changes?*

Micky: They can't make up their minds. They make a lot of changes, but they're rarely the right ones. The sport is going to be extinct if they don't make the right and necessary changes soon.

I work hard at what I do, and I don't like it when the AMA or some promoter makes me look like a backyard athlete. They keep changing to things they know won't work, or things that haven't worked in the past. I'm really worried about this Ultracross stuff. When I race, I try my best to win. I don't want to win a heat race and find myself



On riding Huskys: "It was difficult to do well. It takes a lot of money to race the Nationals and be competitive. Unfortunately, Husky didn't have a lot, but they helped me, and I really appreciated it."

starting in the third row. That type of format would be just the kind of thing the AMA would adopt.

MXA: *Would you like to see a separate sanctioning body or organization just for motocross?*

Micky: (long pause) Yeah, yeah. I think that would be a great idea! That is just what the sport needs. A specific organization that looks out for the sport and is run by motocrossers. That way, they could put their full attention on the things that affect our sport. I think the AMA is a good organization, but they are spread too thin. They should concentrate on legal matters and touring; they do a good job with that. They need to leave the racing alone, let someone else run it. I really think a separate body would be hot!

MXA: *What other things do you think need to be done to improve the sport?*

Micky: It needs to be promoted better on a long-term basis. We should race Supercrosses every other week, and promote them well in the local media. The races (Supercrosses) are located in big population areas, so they should draw large crowds. All it takes is good promotion. Once we get the sold-out stadiums, we'll get the television, and with that, the outside sponsors.

I think that indoor Supercross riding is the best bet for television, because it is so easy to follow. Unfortunately, it is tough to billboard bikes and bodies as they do in car racing. But I still think we can get more outside sponsors.

MXA: *Speaking of Supercross, what do you think of the tracks? Do you think having large jumps hurts the sport as far as drawing local riders?*

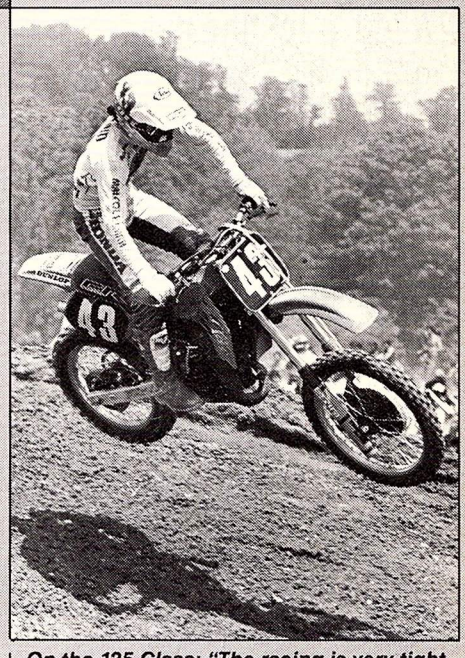
Micky: How do you mean?

MXA: *Well, we've talked to a lot of pretty good local Pros who don't want to race Supercross because they feel they don't have a chance on a track with big triples and such.*

Micky: *Hmm . . .* tough question. I like big jumps, and the spectators like them. They are definitely exciting. On the other hand, it does hurt the draw of the local guys who are a little less experienced. I know there were a couple of races this year that had bad rider turnout from the local guys.

It's tough to say. Big jumps are what

MICKY DYMOND



On the 125 Class: "The racing is very tight. I think the 125 guys don't get enough credit. I don't think many people realize how dificult it is to race a tiddler."

makes Supercross, Supercross. The racing probably would be closer without the big jumps. What is needed is stuff that's difficult from a skill standpoint. Things such as good, long whoop sections, maybe some off-camber stuff through the stands. Right now we spend most of our time in the air. I really don't know, though.

MXA: *You were doing very well in the Supercross series until your illness sidelined you. Tell us about it.*

Micky: There is not much to tell. I had a virus and was sick. We decided not to race the Supercrosses, which were week to week, and to rest up for the Nationals, which were spread out. I was still sick into June; I took a long time to recover.

The media portrayed the illness as some kind of rare disease. When I was in negotiations for my contract, it kept coming up. Everyone wanted to know if I was healthy.

MICKY DYMOND

They were acting as though they expected me to die from it. People read too much into that stuff. Honda never did understand. The whole thing was such a hassle!

MXA: *The media, including* MXA, *has at times said that you lack a "burning desire" to race. Do you feel that is an accurate statement?*

Micky: Yeah, I guess. People say I lack a killer instinct, that I'm not really motivated. I've worked hard to get where I am today, but not as hard as I could have. I think this year there were maybe three races where I had that killer attitude. During the week I don't really go at it hard, but once I'm on the bike, I do. I think that changed toward the end of the season.

The thing is, I worked and strove to get to this point. When I got there, I stepped back, looked at it and tried to enjoy it. I needed to think of other things, not to be totally absorbed by the racing. I think I sort of burned out, and the mono was part of it, or the result of the effort and pressures of getting there.

MXA: *So how do you feel now? Have you found a new motivation?*

Micky: *This* is what I want to do. I want to train and ride and become something I haven't been yet. Unlike before, I have no interest in going for a ride in the car or going to a lake to Jet Ski and so on. The intensity I never had is now there. I'm riding better than I ever have. I'm in better shape, and I'm both physically and mentally stronger. I know I'm going to be a better rider. I feel I have reached one plateau, and now I have to work to reach the next one. I don't think I've found myself yet. I haven't reached my full potential, but I'm working on it.

MXA: *What level do you want to reach?*

Micky: My goal is to put something back into the sport. I want to be like Roger DeCoster or Bob Hannah, to be a champion and be respected, but to continue to contribute to the sport. Look at Roger; he hasn't raced in seven years and look at the influence he has had on the sport since then. Now Bob is starting to do the same. I think that is important to the long-term success of motocross.

On Roger DeCoster: "I want to be like Roger. . . he hasn't raced in seven years, and look at the influence he's had on the sport since then."

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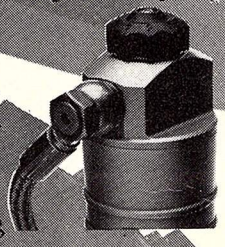

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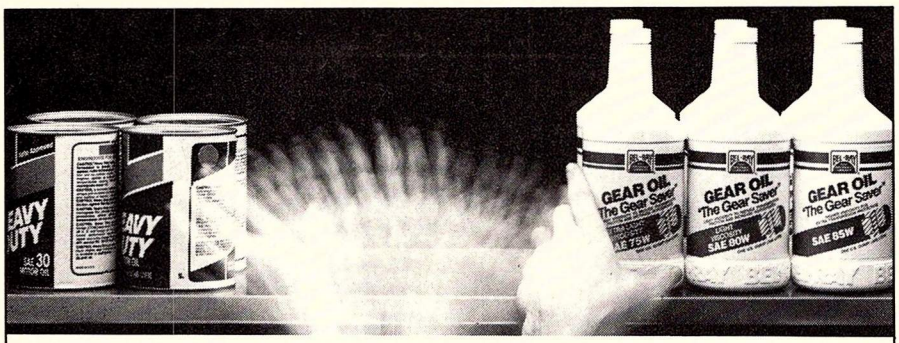

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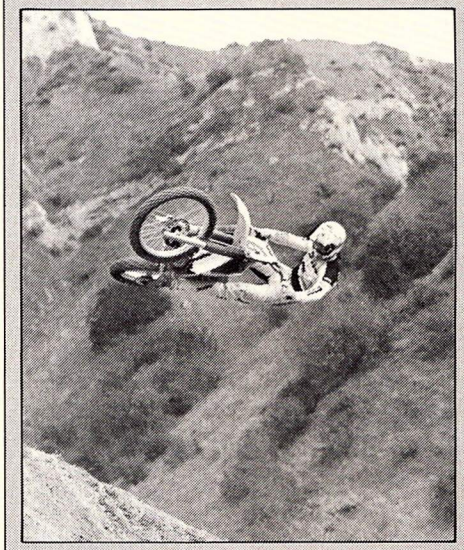
MICKY DYMOND



On riding Yamahas: "I'm very happy with the deal we've worked out. The people have been great, and the transition is going smoothly. I think they will be a good organization to work for."

MXA: *Will your move to Yamaha help you achieve that?*

Micky: I think so. . . I hope so. I'm focused now, it's all in perspective for me. I am on a new team and have something to prove, but there is less pressure.

I think it will be nice not to be in someone else's shadow. I won't be the "main" guy on the team, but I don't think there will be anyone like that. I hope everyone is treated equally. If no one gets along, things can be tough, but I don't see that happening. I plan on changing my image, becoming more public.

MXA: *Anything special you can tell us about?*

Micky: I can't tell, it's top secret (laughs).

MXA: *Now, now, no secrets.*

Micky: You'll see, it's nothing on track. There has to be some suspense.

MXA: *How important is self-promotion?*

Micky: I'd say it's pretty important. It's more for longevity in the sport. It makes you worth more to sponsors and such.

MXA: *And it helps you make more money! Did making the big bucks affect you? Does it affect you?*

Micky: It can, but I don't think it has affected me. The money hasn't been a status thing. It is actually more of a hassle. A lot of it has to do with the fact that I don't make that much, compared with some of the guys.

I haven't gone crazy with what I've got. It's fun to be able to do things, to not worry about the expense, but look around my house. I'm not into status; I haven't overdone

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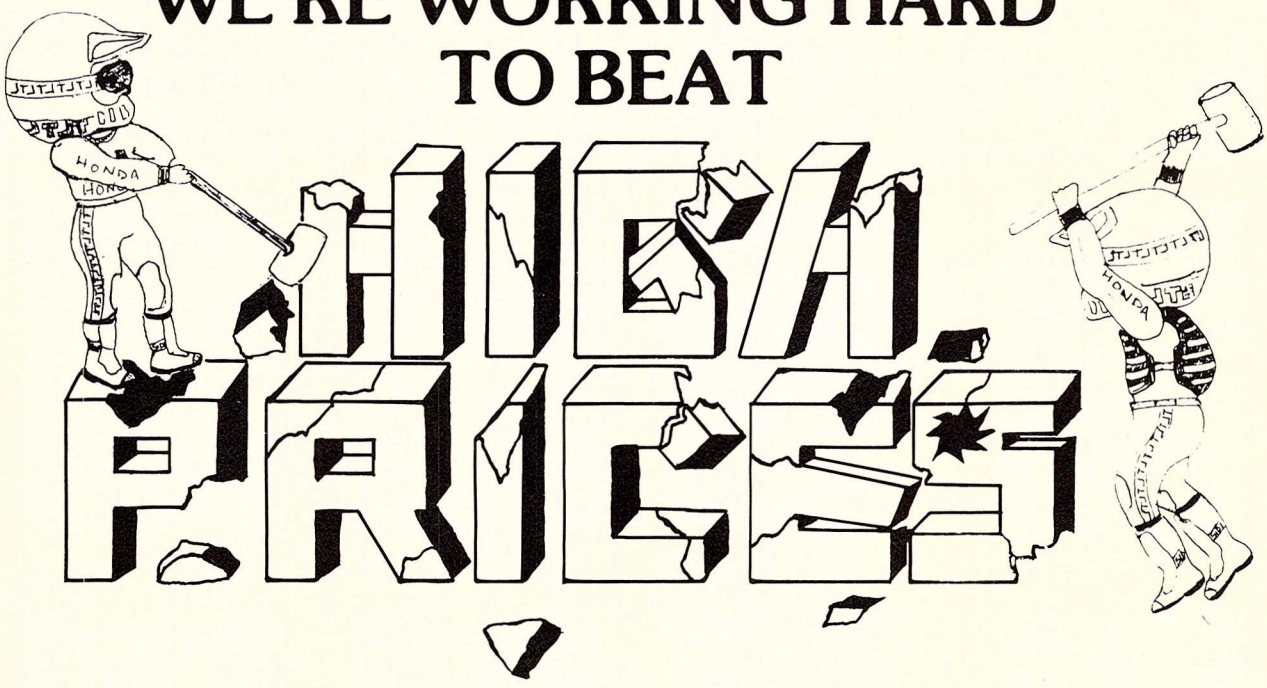

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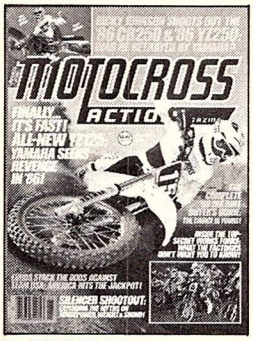
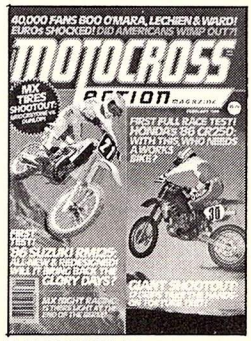
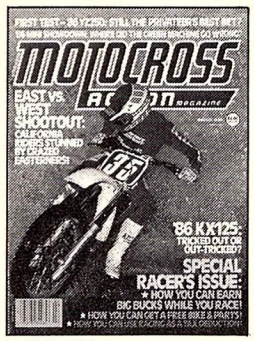


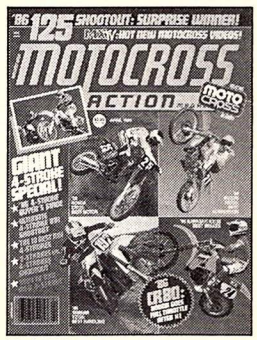
☐ **JANUARY '86**
R.J. tests '86 CR250R, '86 Bike-buyer's guide, YZ125S, Six tips for starts, Silencer shootout



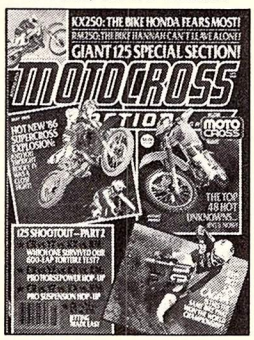
☐ **FEBRUARY '86**
RM125G, CR250R, Local racing, Grip shootout, New bike setups, Night racing, M22 vs. K195 tires



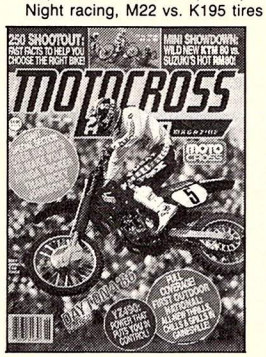
☐ **MARCH '86**
YZ250S, DMC KX125, YZ80S vs. KX80G1, KX125, Husky 500 MX, How to get sponsored



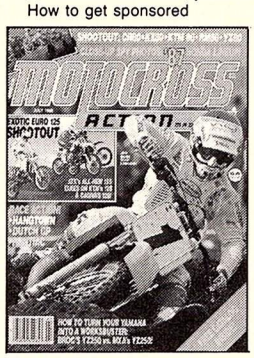
☐ **APRIL '86**
125 shootout, 4-stroke shootout, 4-stroke-buyer's guide, CR80R, 2 vs. 4 stroke, 10 winning race tips



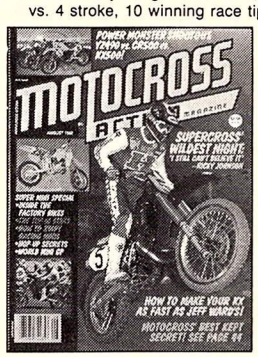
☐ **MAY '86**
KX250, RM250G, WMX125, CR125R, KX125, RM125G, YZ125S, Update on '86 125s



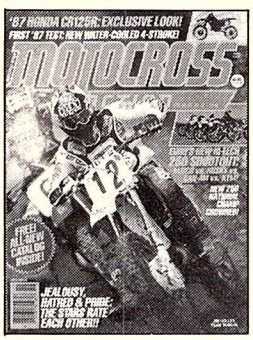
☐ **JUNE '86**
250 shootout, KTM80 vs. RM80G, YZ490S, R.J.'s works Honda, Build your own "works" bike



☐ **JULY '86**
Mini shootout, CR500R, Glover's YZ250, *MXA's* worksbuster YZ250, Euro 125 shootout, Training

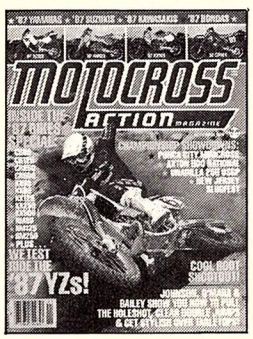


☐ **AUGUST '86**
KX500, Open shootout, Ward's '86 machine, *MXA's* worksbuster KX250, Factory-mini spec sheet

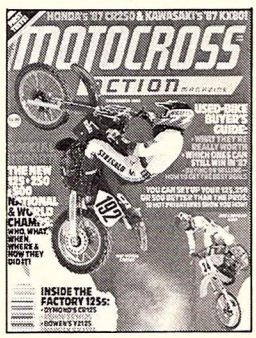


☐ **SEPTEMBER '86**
'87 CR125R, Hannah's RM250, Build your own "works" RM250, Euro 250 shootout, Husky MXer

☐ **OCTOBER '86**
Factory setups: CR, KX, RM & YZ, USGP at Carlsbad, Fuel secrets, 10 best and worst race foods



☐ **NOVEMBER '86**
'87 MXers: First look, '87 YZ250T sneak peek, Riding Bailey's works bike, Airboot shootout



☐ **DECEMBER '86**
'87 CR250, '87 KX80, 125 & 500 National wrap-up, Roost-guard shootout, Inside the factory 125s

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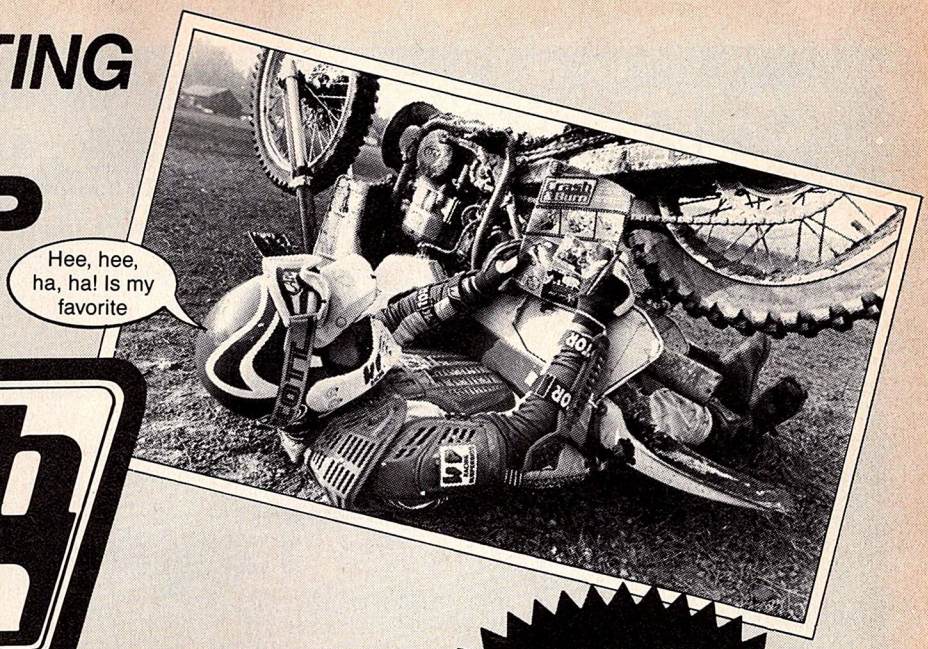

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MICKY DYMOND

things. I don't have trophies or pictures hanging around. I'm just not into that.

MXA: *What are your plans for after racing?*

Micky: I don't know. Maybe cars or other bikes. Something competitive. I don't want to be involved in business, because I don't like paperwork and wearing suits (laughs).

Music would be fine. I'm going to buy a piano and learn how to play. Hey, can you see me as a concert pianist? I could come out on a bike, with a tux and everything. Very stylish (big laugh).

I'd like to have kids in the next few years. I think kids are pretty cool. Yeah, kids, then maybe a wife (laughs). I guess a kid needs two parents. Anyway, that is in the future.

MXA: *If you could change one thing about the sport, what would it be?*

Micky: I would erase the stereotype that motocross and motorcycling is some kinda drunken circus. I'd like to bring to light that it is indeed a sport, and that motocrossers are athletes and should be treated as such. I guess I'd make it that the average guy who picks up a Sunday paper has an understanding and appreciation of what we do! □

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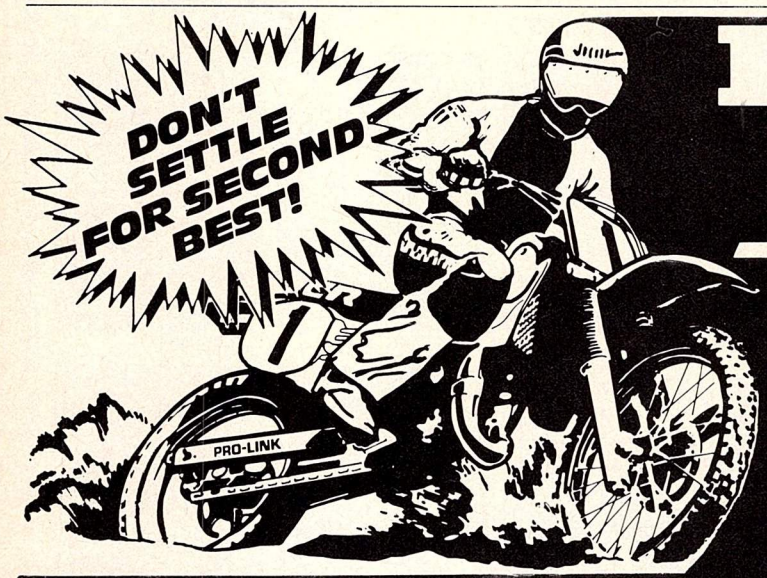

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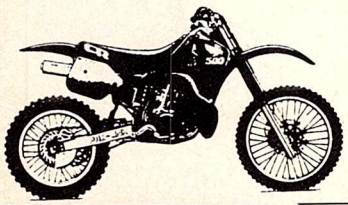

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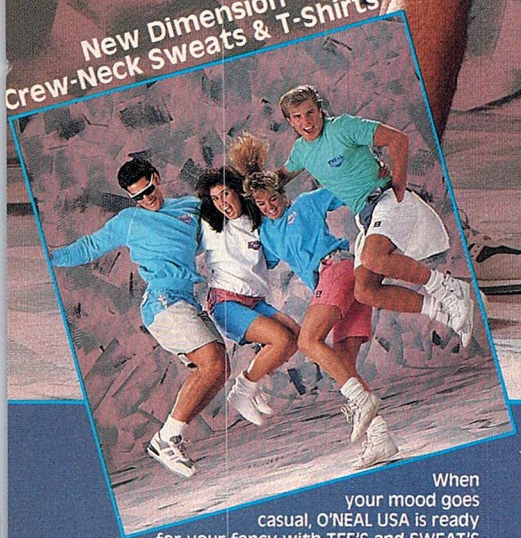

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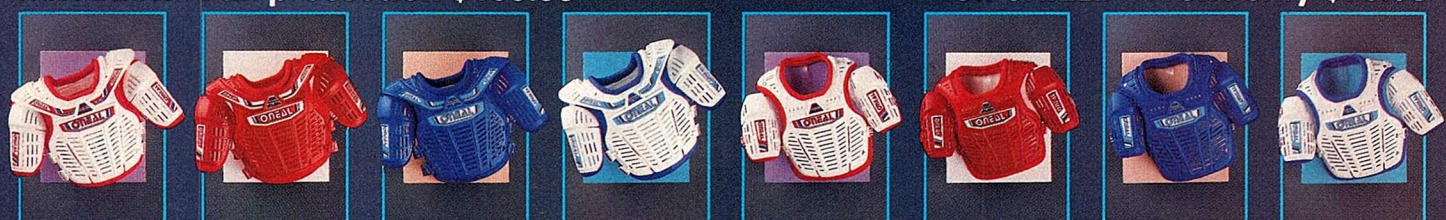

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Made from the strongest and lightest plastic available, ROK BLOK™ features a design for a flexible, non restrictive fit. Contoured in shape design, ROK BLOK, forms perfectly to fit your anatomy, giving you freedom of movement. The special center pivot shoulder flaps adjust their position independently.

MAX AIR ROOM

With all this protection, ROK BLOK'S™ design goes even further with its efficient cooling system. Angled up air vents force air thru when your in the attack position. A cooler body runs longer and harder. T-hook adjustment straps secure the unit to your body. The O'NEAL ROK BLOK™ keeps you ahead of the rock and block heads.

Extra decals available $5.95 set.

PLASTIC NAME PLATE AND NUMBERS
Plastic Plate $3.75
Stick-On Letters $ .56 each
Plastic Numbers $1.50 each
(Specify name and numbers when ordering.)

MasterCard VISA

1-800-423-5002

O'NEAL 45+

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

A SIX PACK YOU CAN REALLY GET YOUR HANDS INTO

Made in Finland

0475-007

0475-015

0475-026

0475-127

0475-128

0475-182

0475-007

Hands on experience requires hands that are well protected. O'NEAL BULLET™ GLOVES fit the requirements. Innovation and style combine to give you the best motocross glove available today.

A LITTLE DEPOSIT. A LOT OF RETURN.

Flexible, light, and tough! The O'NEAL BULLET™ GLOVE has all this and more with careful use of molded urethane close cell, shock absorbing foam, bonded to a bright lycra skin. Soft nylon lines the inner layer for a comfortable fit. Just what your hands need to last the distance!

PADDED PALMS FOR SMOOTHER GRIPS

O'NEAL BULLET™ GLOVES feature a special padded palm constructed with SYN-38™, the latest in soft, long wearing protection. Machine washable with a **one year warranty** against defects in material and workmanship. Available in sizes 8-12.

Sizes 8-12 $34.95

O'NEAL 4ST

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

NOW YOU'RE QUALIFIED

0400-027

0375-045

0400-028

0400-010

The motocross glove test is not an easy one to pass. Grueling vibration, mud, sweat, and fears take their toll on any pair of gloves. The more your gloves can stand is less abuse for that tender hand. Only one glove on the market is qualified for the job.

INTRODUCING A LONG LIST OF QUALIFICATIONS.

O'NEAL QUALIFIER™ GLOVES are designed with the latest state of the art technology. Anatomically designed palm padding absorbs the shock waves with proven SYN 37 material. It doesn't harden and lasts longer. Polyurethane foam backs and protects the glove to cushion the blows and aid in unrestricted movement. Ultra comfortable, breathable nylon base material keeps your hands cool. Adjustable wrist velcro® closure provides easy on-off protection.

O'NEAL PRO-LITE™ GLOVES feature spandex sides for maximum cooling and increased flexibility. Full protective foam top protects fingers and knuckles from flying debris and a padded palm area cushions the vibration. An attractive and functional glove for your motocross demands!

GET A LITTLE TESTY

Slip on a pair of QUALIFIERS™ and give 'em the test. They thrive on the abuse that your hand can do without!

0400-035

0375-039

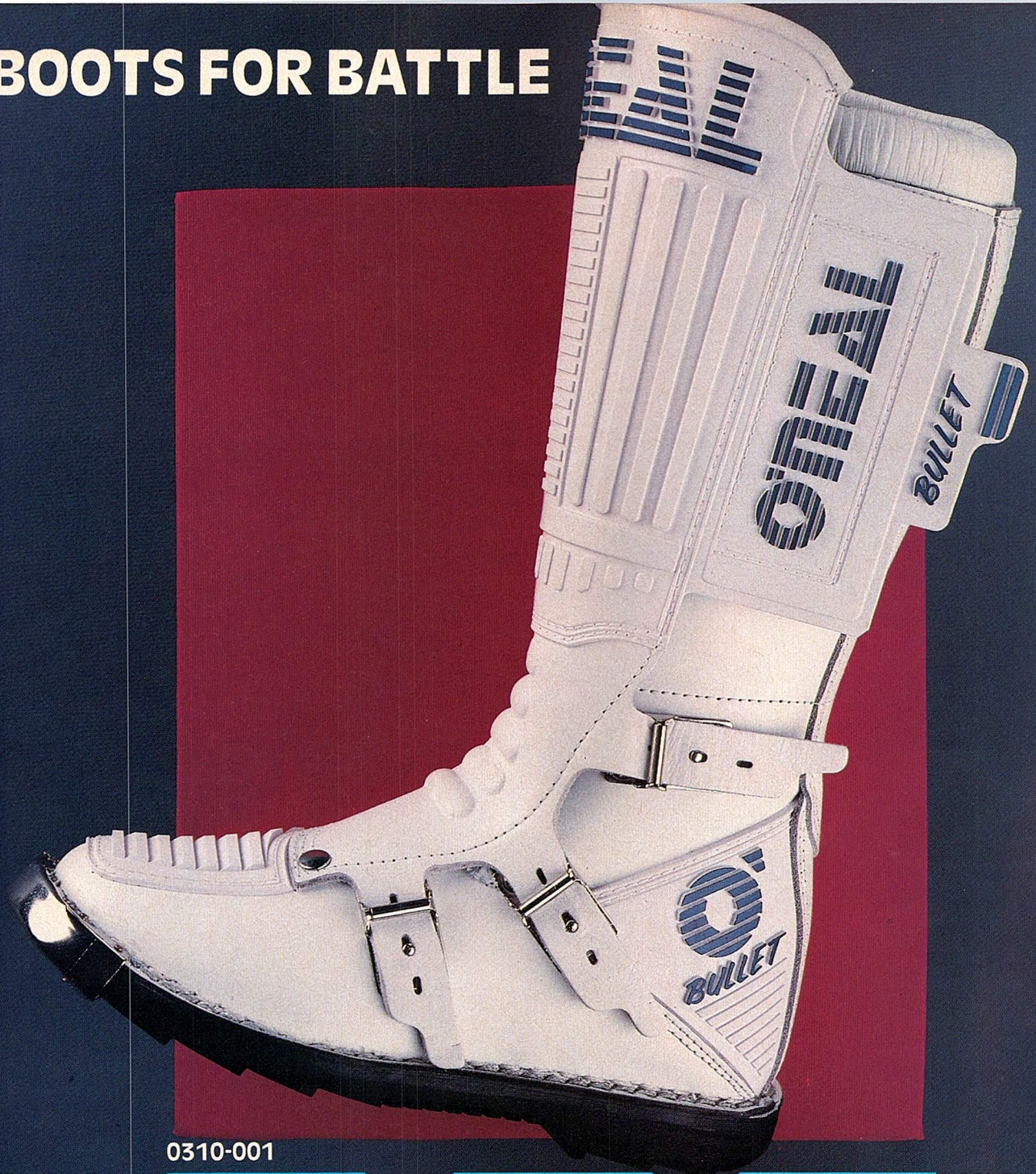
PRO-LITE™ GLOVES $17.50
Adult Sizes 8-11
Kids Sizes 1-7
QUALIFIER™ GLOVES $24.95
Sizes 5-11

O'NEAL 45ft

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

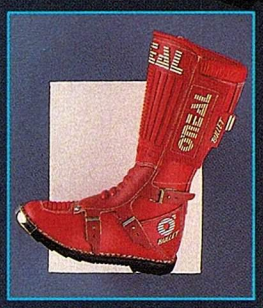
BOOTS FOR BATTLE



0310-001

When your feet are draggin' and stoppin' the turf from corner to corner, O'NEAL BULLET™ BOOTS are all the protection and comfort your precious feet and ankles could ask for. With such a large selection today, BULLETS™ give you no other choice. No boot on the market stands up to BULLETS™ for rugged quality and feet appeal.

0310-004



0310-003

0310-010

CONSIDER THE FIT

Slip on a pair of O'NEAL BULLETS™ and they will feel so comfortable that you just may forget they are on. But besides all this, BULLETS™ are the number one choice for you. Top national and grand prix riders around the world stand in them and behind them!

Sizes 6-13 $169.95

NO BINDING CURVES AND BENDS

It all starts at our plant in Italy where careful measuring and planning and just the right grade of leather combine with our special durable plastic guard plates. The boot moves on for precise assembly where they are expertly stitched together to stay together. BULLET™ BOOTS have the exact curves and bends to fit your ankles natural shape.

INJECTION TURNS IT ON

BULLETS™ are protected with an exterior polyurethane injection molded plastic to deflect fast moving projectiles. A special molded compound one-way sole gives added traction to help you spin around the apex faster than any other rider.

O'NEAL 415

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

RETURN OF THE KILLER BAGS

They're back. The killer bags. They range from small to large but they are back. Their demands are simple and specific. There is really no escape from their request and you surely can't outrun them, because they haul.

THINGS CAN GET REALLY SPACED OUT

With more room than an average sized condominium, O'NEAL PAKS and BAGS are here to clean up your act and get your gear in order! Constructed of 420 DENIER NYLON, their double stitched to last! Heavy nylon carry straps make transporting these monsters easy. And durable nylon zippers keep your gear captive 'till you're ready to release it.

YOU BETTER HAUL

So, don't try to escape the killer bags. They're spaced out and determined to take what they came for. Now, if you could avoid the killer tomatoes . . .

DAY PACK **$12.95**
Great backpack styled to fit you and your extra gear. Padded shoulder straps add comfortable protection.

TRAK PAK 2700 **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.

TRAK PAK 4400 **$25.95**
This medium size duffle bag has one large center compartment and 4 velcro outside pockets. 13"H x 13"W x 24"L.

TRAK PAK 6300 **$43.95**
Our large gear bag. Made up of an extra large center compartment. On the side is a waterproof boot area which separates wet, muddy boots from the rest of your clothes. Additional shoulder strap. 14"H x 16"W x 28"L.

TRAK PAK 13000 **$65.60**
Largest gear bag yet. Made up of 2 large center compartments, 2 end boot compartments and 7 separate pockets, several of which zip close. Additional shoulder strap and reinforced bottom. 20"H x 18"W x 36"L.

BELT BAG **$19.95**
Tough nylon bags with special foam padding to protect riders back. Large plastic buckle adjusts to waist sizes 28" to 38".
Red/White 1350-027
Blue/White 1350-028
Blue/Yellow 1350-035
ATV White 1340-028
Black/Gray 1350-157

TOOL PAK **$24.95**
Designed for desert and enduro riders. Heavy duty Cordura nylon assures long life and durability. Large side and back pockets offer ample space for extra goodies. Specially designed tool holders keep tools from knocking around while riding. (Black) 1355-010.

JET SKI PAK **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.

O'NEAL fast

1-800-423-5002 MasterCard VISA

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

1988 PRO RACING GUIDE

THE WHERE, WHEN & HOW OF PRO MX

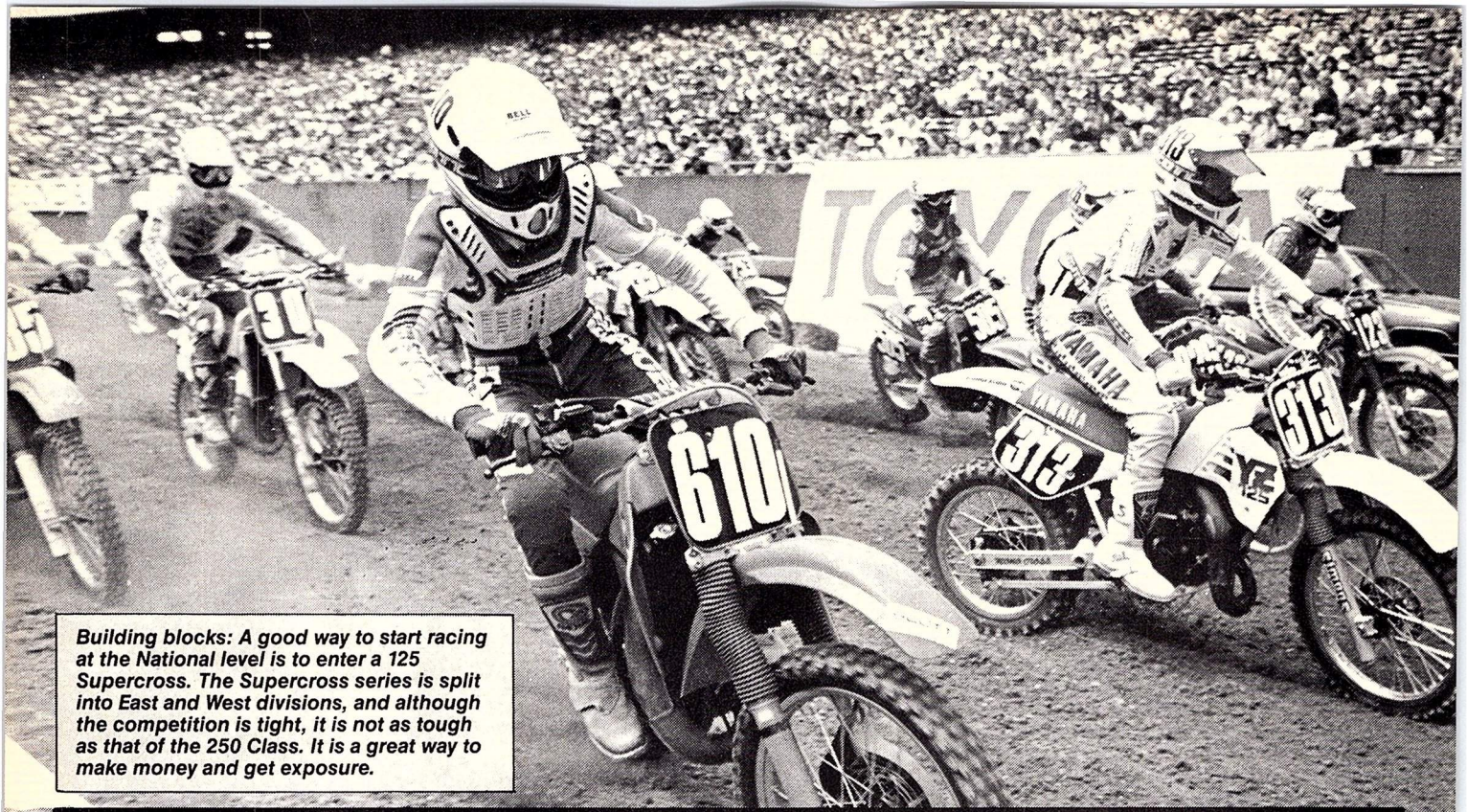
Gimme money. You can't make money by watching the races from the fences; ya gotta race. Many of the guys with three-digit numbers are in their first National season. If they do well enough, they can make purse money, contingency money, and lower their National number. The lower the number, the more sponsorships and the more money a rider can make.

Paul Buckley

Now get out there & race!

☐ **Professional:** One who makes his living from his art, as distinguished from an amateur. So states *Webster's Dictionary*. The motocrosser faces many obstacles when trying to make a living from his "art."

This guide is intended to help clarify some of the "office work" obstacles of the profession and, hopefully, entice new Pros to race a National and make some money. The sport depends on rider numbers to justify sponsorships, contingencies, bigger purses and even the events themselves. The *MXA* travel agents have compiled the where, when and how of racing professional events. Now it is time to do your part. Go race!



Building blocks: A good way to start racing at the National level is to enter a 125 Supercross. The Supercross series is split into East and West divisions, and although the competition is tight, it is not as tough as that of the 250 Class. It is a great way to make money and get exposure.

Paul Buckley

1988 MOTOCROSS NATIONAL NUMBERS

WHERE'S YOUR NAME?

1988 NO.	NAME
1 (2-SX)	Rick Johnson
2 (1-SX)	Jeff Ward
3	George Holland
4	Ron Lechien
5	Guy Cooper
6	Micky Dymond
7	Jeff Leisk
8	Jeff Stanton
9	Erik Kehoe
10	Rick Ryan
11	Keith Bowen
12	Eddie Warren
14	Larry Brooks
15	Mike Fisher
16	Donny Schmit
17	Ross Pederson
18	Fred Andrews
19	Johnny O'Mara
20	Jeff Hicks
21	Doug Dubach
22	Tommy Watts
23	Ron Tichenor
24	Dennis Hawthorne
25	Tyson Vohland
26	Bob Hannah
27	Mike Healey
28	Jim Holley
29	Ray Sommo
30	Brian Manley
31	Willie Surratt
32	Keith Turpin
33	Shaun Kalos
34	Tom Carson
35	Bader Manneh
36	Billy Frank
37	Todd DeHoop
38	Jeff Frisz
39	Jason Upshaw
40	Andy Stacy
41	Vince DeVane
42	Alan King
43	JoJo Keller
44	Broc Glover
45	Clay Hoenshell
46	Dean Matson
47	David Hand
48	Kurt McMillen
49	Mickey Kessler
50	Danny Storbeck
51	T. Scott Brown
52	Jim Kapitan
53	Doug O'Donnell
54	Robert Naughton
55	Mike Jones
56	Billy Whitley
57	Kenny Bollmeier
58	Joe Waddington
59	Terry Fowler
60	Stacey Cook
61	Gordon Ward
62	Carlo Coen
63	Kip Sandell
64	Mark McLaren
65	Barry Carsten
66	Kent Howerton
67	Dave Newell
68	A. J. Whiting
69	Ron Dunfee
70	Jeffrey Glass
71	Brett Salander
72	Mark Micelli
73	Corey Cope
74	David McLean
75	Gary Butcher
76	Mike Craig
77	Mike Harnden
78	Bobby Moore
79	Doug Hoover
80	Tim Coombs
81	Patrick Barton
82	Rodney Smith
83	Phil Larson
84	Randy McCann
85	Gary Semics
86	Scooter Stafford
87	Clifford Walker
88	William Dzielak
89	Gary Bronikowski
90	David Paquette
91	Timothy Buchli
92	Bruce Gates
93	Craig Canoy
94	John Dowd
95	Rodney Barr
96	Wemyss Scott
97	Derek Brown
98	Lance Eubank
99	Kelly Andris

CONTINGENCY PROGRAMS

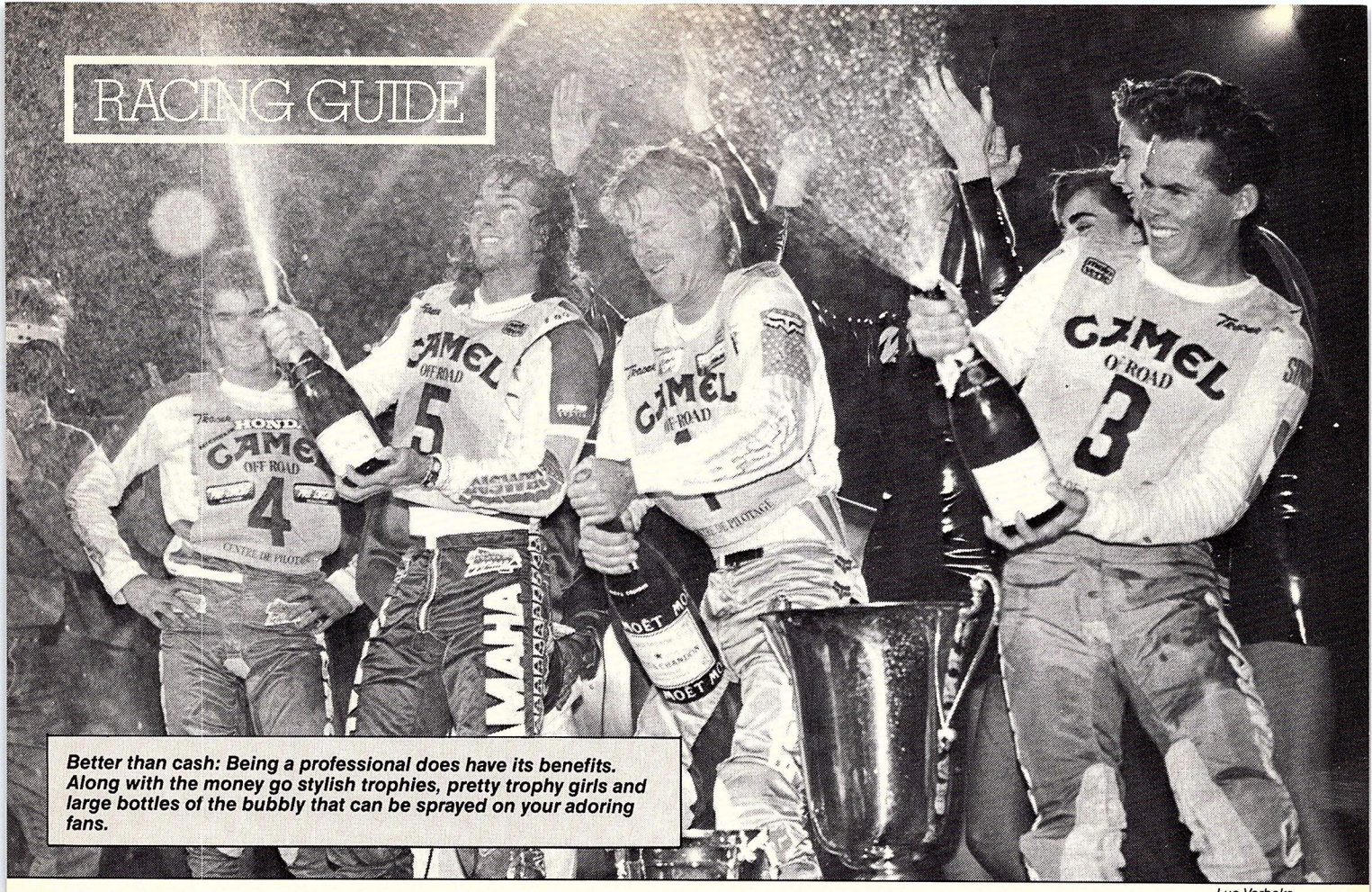
USE PRODUCT, WIN, GET MONEY

• When talking to various privateer racers, we have found, without exception, that each one feels that contingency money is the only way privateers can make money from racing. With the current purse structure, even a win does not earn a rider enough money to cover his travel expenses to and from the races, let alone provide a profit margin.

Hearing this, the *MXA* high-finance crew set out to track down the contingency programs available to the professional motocrosser for 1988. Unfortunately, at press time, only a few programs had been finalized. But don't despair, there are many more on the horizon. We'll have those for you in a future issue. •

PAYOUT SCHEDULE

PRODUCT	POSITION	125 SX	EAST/ WEST FINAL	125 NAT'L	250 SX	250/500 NAT'L
SMITH GOGGLES	1st place	$1000	$2000	$1500	$1500	$1500
	2nd place	800	1500	1500	1500	1500
	3rd place	600	1000	1500	1500	1500
	4th place	500	750	1500	1500	1500
	5th place	400	500	1500	1500	1500
	6th place	300	None	1500	1500	1500
	7th place	200	None	1500	1500	1500
	8th place	100	None	1000	1000	1000
	9th thru 16th	None	None	1000	1000	1000
OAKLEY GOGGLES	1st place	None	None	None	500	500
	Championship	None	None	3000	5000	5000
BELL HELMETS	1st place	300	None	300	300	300
	2nd place	200	None	200	200	200
	3rd place	100	None	100	100	100
	Championship	5000	None	5000	5000	5000
	Top privateer	150	None	100	150	100



Better than cash: Being a professional does have its benefits. Along with the money go stylish trophies, pretty trophy girls and large bottles of the bubbly that can be sprayed on your adoring fans.

Luc Verbeke

HOW TO BECOME AN AMA PRO

ENTERING YOUR FIRST NATIONAL

• Are you one of the many fast local Pros who race in the United States or Canada? Do you long to test your mettle against the likes of Johnson, Ward, and Holland and crew, but don't know how to go about it? If the answer is yes, read on, and the *MXA* wrecking crew will show you how easy it is to apply and enter a National motocross or Supercross event. All you have to do is get out there and race!

PICK UP A PEN

The first step to racing a National is writing to the AMA for a Professional Competition License application. The AMA is prompt in mailing out the applications, but you'll need to apply at least three to four weeks prior to an event in order to allow time for processing the application.

TO BE OR NOT TO BE

As a first-time applicant, you can apply for either a Junior or Pro-Am license. A Junior license allows a rider to compete in an event and earn points toward the National Championship in his class, as well as earn a National number. A Junior rider may also compete in Grand Prix events. Another advantage of the Junior license is not having to pre-qualify to race the qualifiers for the National events.

The Pro-Am licensed rider can race an event but does not earn points toward a National number or championship. (Except the 125 Supercross Championship.) The Pro-Am rider may have to pre-qualify for the qualifiers at an outdoor National, usually the day before the National event. Pro-Am licensees are not eligible to enter Grand Prix events, but they do retain their Amateur status for events such as Ponca City and Loretta Lynn's.

GO TO THE BANK

As with all things in this world that are in any way official, an AMA license costs money. Here is a breakdown of the costs for the various licenses and their related fees.

AMA LICENSE AND FEES

JUNIOR

License	$45
Insurance	30
AMA dues	20
Total	**$95**

PRO-AM

License	$20
Insurance	15
AMA dues	20
Total	**$55**
John Doe mechanic's license	ea. $30
(max. three)	

ENTER AND SIGN IN, PLEASE

The AMA automatically sends each licensee the entry forms and schedule information for each event. Entries are accepted as *pre-entries* for 30 days prior to an event. After that, they are considered *post-entries* and are subject to a *post-entry fee*. Those with Pro-Am licenses must *post-enter* at the event.

ENTRY FEES

NATIONAL

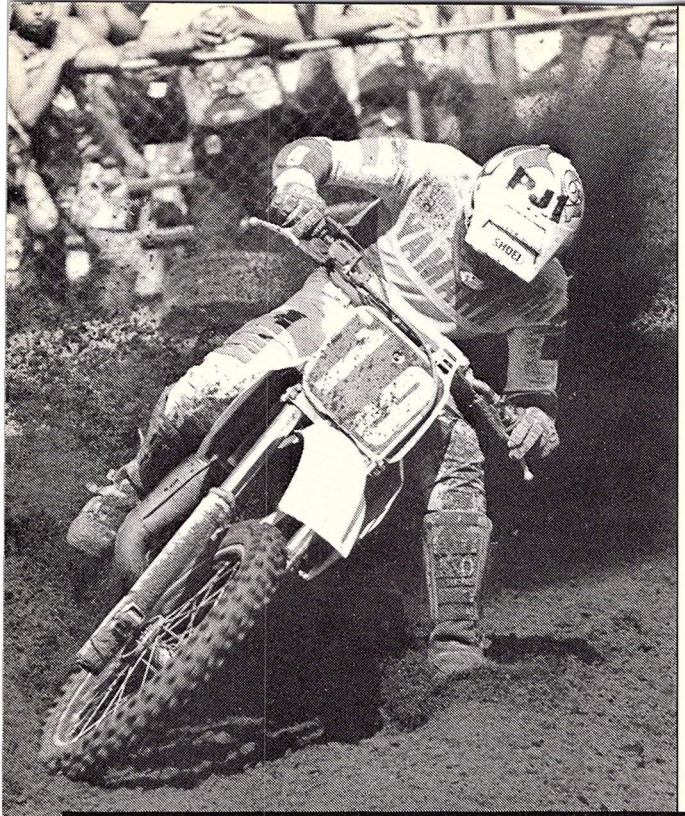
Pre-entry (payable with entry)	$32
Post-entry (payable at registration)	$45

SUPERCROSS

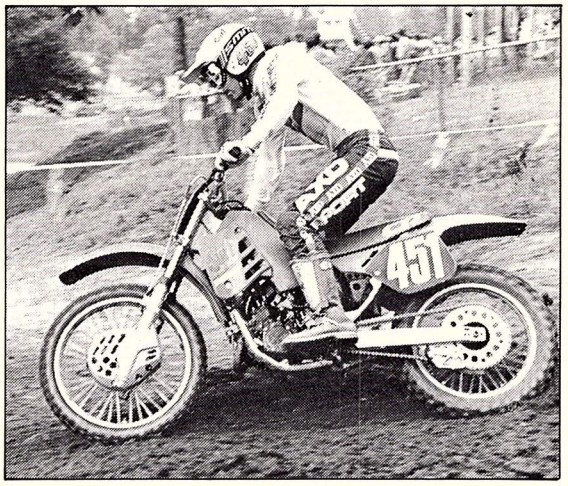
Pre-entry	$46
Two-day pre-entry (Seattle and Pontiac)	$92
Post-entry	$51
Two-day post-entry	$102

PACK YOUR BAGS

The final step in the process is when your acceptance letter arrives. The acceptance letter states which class you've been entered into, the schedule of events to be held in conjunction with that race, and a breakdown of the purse for the event. It also states that failure to appear for the listed event without notifying the AMA will result in a $50 fine. Now all that remains to be done is to pack your bags, load up the bike, and hit the road to fame and fortune! •



1988 PRO RACING GUIDE



Ben Sanders

◄Surf's up: Making a living as a professional motocrosser takes speed, stamina and creativity. Jeff Glass is an aspiring racer who used his creativity to garner sponsorship from Surf detergent in order to help pay the bills.

◄ Where's my passport? Racing professional motocross in the United States is a great experience, just ask Jeff Leisk. You don't need a passport, though, if you live in the U.S. or Canada. All you need is a license.

RACING AS A PROFESSIONAL

CAN YOU MAKE A LIVING?

• Being a successful athlete is an extremely difficult task, one that requires large doses of time, effort and often money. It is even more difficult to attain a level of proficiency when the accolades and trophies become accolades and cash. However, becoming a professional in motocross, unlike most other sports, does not mean you will be paid to perform (race). Instead, motocrossers must pay to race and, hopefully, make money. Here is what several established and rising "professionals" have to say about motocross as a living.

LARRY BROOKS

"It depends on what you want to call a living. If you mean self-supported by racing, I'd say it is very tough. It can be done, though, if you are fast enough to consistently finish in the top ten. The key is having sponsorships that will not only give you free products, but also pay you for representing and advertising those products. A big plus is a performance contract that pays bonuses for finishing in the top places."

DOUG O' DONNELL

"It can be done, but it takes extensive support. It also takes a good budget. You must live within your means. It is very easy to get into debt. I don't think it is a good idea to try to do a full series the first time out, unless you're extremely fast, or you have a lot of backing."

TOMMY WATTS

"You can make a living at it, but it will be a slim one at first. The better you get, the more you make. Being well known also has a lot to do with how much you make from sponsorships. Outside sponsorships are going to be very important to making good money with the current cutbacks in contingencies."

JOE WADDINGTON

"You definitely can. It is tough on the Nationals, but on the local level you can make good money. In New England the manufacturers have a *great* contingency program. The shops are really into supporting riders, and the purses aren't bad, either. I recently switched to Yamaha, and if I win the overall, I'll get $200 from them, plus $150 in purse money. Sometimes riders race two classes with contingencies, so it is possible to win $700 at a race. Right now I'm one of the fastest, so I can make a living off of racing."

JEFF FRISZ

"I think so. I had a good year and was able to make some money. This sport is tough, because everything is based on how well you do. Only a small percentage of those racing are doing more than breaking even. If you are going to make any money, it is important to watch how much you spend. I always try to stay in the cheapest motels and to eat as cheaply as possible. The biggest expenses are food and gas when you are out on the road. Everything depends on the kind of support you get and how much it costs out of your own pocket to race."

BILLY FRANK

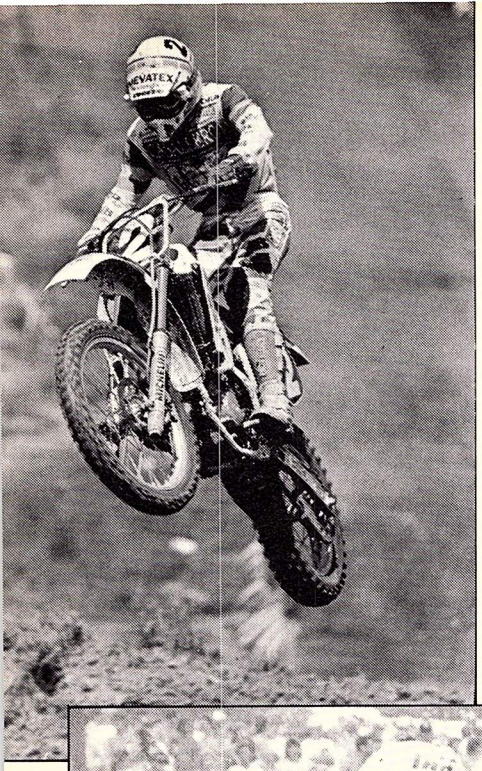
"Not in California! Yes on the Nationals. . . if you can finish in the top ten. The fast guys get the purse, the bonuses, the endorsements, and so on. That is where the money is. It just comes down to being fast. If a rider can find good sponsors, keep the expenses down and finish in the top 20, he can make money. Until the sport gets television coverage and big outside sponsors, it will be tough to make anything. When those things happen, we'll finally be able to eat well!"

JOJO KELLER

"You can make a living, but it is equivalent to winning the lottery! Those guys who do, should be thankful. Motocross isn't like football or baseball, where even a guy on the bench makes $50,000. I'm disappointed that the sport hasn't gotten to the level of some of the other motorsports. Right now I work to survive—to provide the basic necessities, and money from racing is extra."

JOHN DOWD

"I've been racing as a Pro for only one year, and it has been good *and* bad. As an Amateur, things didn't seem to cost as much, because I raced one bike, wore one pair of pants, and things like that. Now, as a Pro, I have to act and look professional. I race on one bike, practice on another, and so on. The good part is that I can now make some money that I wasn't making before. I can race the Nationals and have fun, and if I do well, I can make good money. I work for my dad during the week, and that is what I use to pay my bills. The race money is a bonus that wasn't there when I raced as an Amateur. It would be nice to only race for a living, but that is a reality for very few. I'd say you should get a real job during the week and use racing as a way to make some extra cash!" •



WHERE TO GO

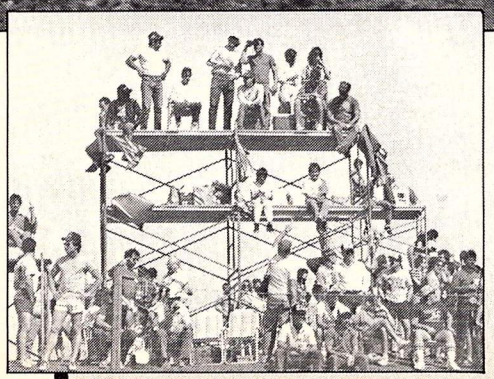
1988 MOTOCROSS SERIES SCHEDULES

• Two of the most frequent questions *MXA* is asked are, "Where is the nearest place I can go to watch the stars race?" and "When are the major races held?" Realizing that motocrossers have the need to know where and when the hot races will be, we got on the *MXA* hotline and tracked down next year's schedule of events. Now that you know, get out there and watch or, better yet, race! •

◄ Tour the world: The 1987 125 World Champ, John Van den Berk, has moved to the 250 Class for 1988. That means the fast and stylish Dutch rider will be at Unadilla to battle the Americans in the 250 USGP in July.

Tony Powers

Racing with heroes: Have you ever wondered what it would be like to bang bars with guys like Bob Hannah? Doug O'Donnell (190) did, but he wasn't content to merely wonder. Doug made the effort to apply for a license and race a National. He got to race with Bob. How about you?



Cheap seats: Attending a motocross event means enjoying plenty of exciting race action, the great outdoors and the company of fellow race fans. Staying home is for spodes. ►

125/250/500 NATIONAL SERIES

(tentative)

Feb. 28	Gainesville, FL	125/250
Mar. 27	Sacramento, CA	125/250
Apr. TBA	Anderson, SC	125/250
May 1	Axton, VA	125/250
May 22	Southwick, MA	125/250
May 29	Mt. Morris, PA	125/250
June 5	San Antonio, TX	125/500
July 3	Buchanan, MI	125/500
July 17	Troy, OH,	125/500
Aug. 7	Binghampton, NY	125/500
Aug. 14	Millville, MN	125/500
Aug. 28	Washougal, WA	125/500
TBA	San Bernadino, CA	125/250

COORS SUPERCROSS SERIES

(tentative)

Jan.30	TBA
Feb.6	Houston, TX
Feb. 12-13	Seattle, WA
Feb. 20	San Diego, CA
Mar. 5	Daytona, FL
Mar. 12	Miami, FL
Apr. 9-10	Pontiac, MI
Apr. 16	Dallas, TX
Apr. 23	Tampa, FL
May 14	New York, NY
June 18	Los Angeles, CA

For info contact the AMA at (614)891-2425.

WORLD CHAMPIONSHIPS

125cc

Apr. 3	Italy
Apr. 10	Belgium
Apr. 17	Netherlands
May 1	Austria
May 7	Spain
May 15	Portugal
May 29	Czechoslovakia
June 12	Germany
June 25	Ireland
July 3	France
Aug. 14	Finland
Aug. 28	Switzerland

250cc

Apr. 17	Spain
Apr. 24	France
May 1	Italy
May 15	Czechoslovakia
May 29	Belgium
June 6	England
June 19	Germany
June 26	Yugoslavia
July 24	U.S. (Unadilla, NY)
Aug. 7	Venezuela
Aug. 14	Argentina
Aug. 28	Sweden

500cc

Apr. 17	Austria
Apr. 24	Switzerland
May 8	Sweden
May 15	Finland
June 12	Italy
June 26	U.S. (Hollister, CA)
July 10	England
July 17	Netherlands
July 24	Republic San Marino
Aug. 7	Belgium
Aug. 14	Luxembourg

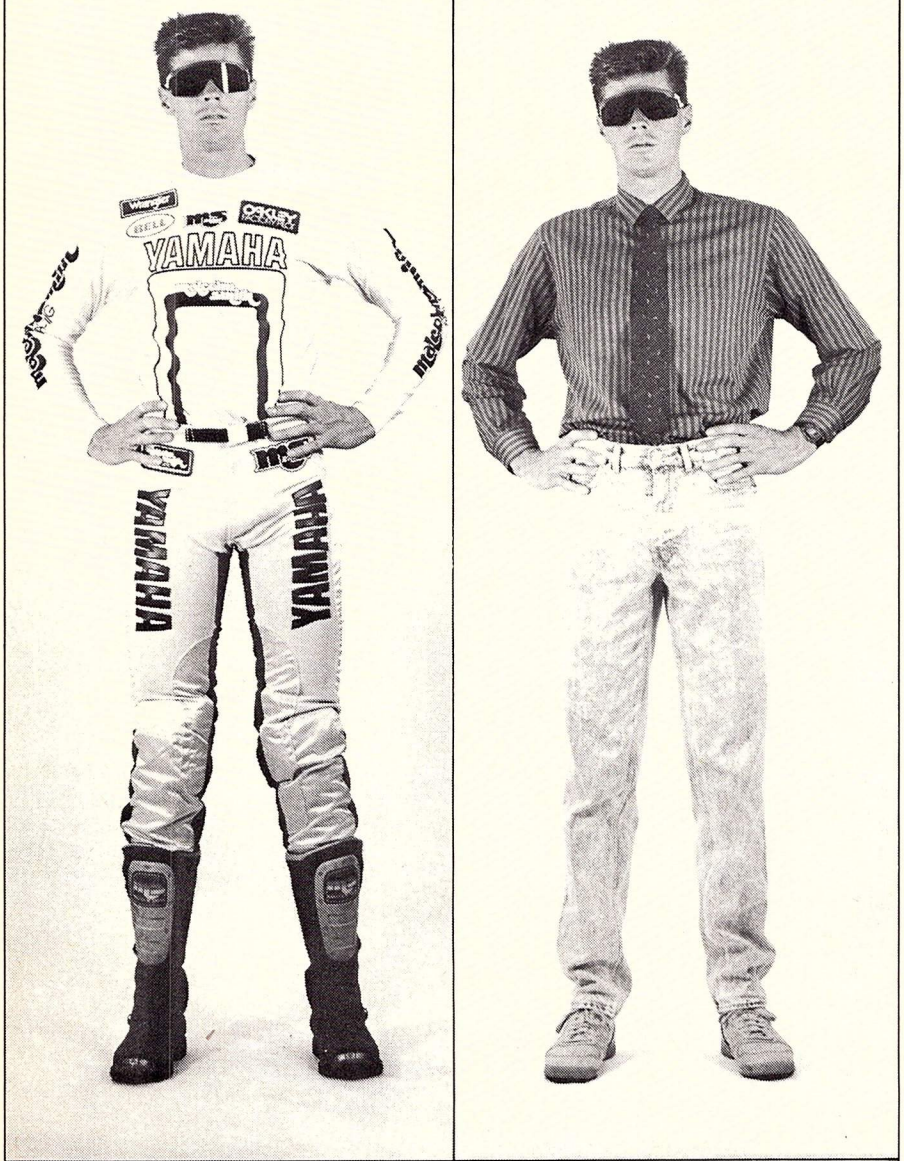
MOTOCROSS DES NATIONS

Sept. 11 ..... France □

FROM RACER TO SPONSOR

COMPARING LIFESTYLES WITH MIKE BELL

What it took then & what it takes now



Before and after: Mike Bell made a successful transition from racer to businessman. Mike is known for his positive attitude and friendliness—attributes which sponsors look for and value.

☐ Ex-factory Yamaha rider and 1980 National Supercross Champion Mike Bell has spent his entire life involved in the sport of motocross. His father Bill was a famous engine builder who got Mike started in racing at 15 years old—and once started, there was no stopping him. Mike became one of the winningest riders in Southern California, winning the coveted CMC number one plate in 1974 and picking up a factory ride after winning the 1977 USGP Support class. Mike spent six years with Team Yamaha before retiring in 1983 due to knee injuries.

Like so many other professional racers before him, when Mike quit racing, he knew he would have to stay close to the sport in some way—racing was in his blood! Eventually, he was hired by Oakley Goggles to be its sports marketing/promotions rep, along with former factory Honda mechanic Greg Arnet. Mike is now in charge of keeping riders such as Jeff Ward and Rick Johnson happy, along with a list of top triathletes and cyclists. *MXA* caught up with Mike as he and Jeff Ward were out training on their mountain bikes on a tough circuit course. We asked Mike what it was like being a rider looking for sponsors ten years ago and now being in the position of trying to find riders to sponsor.

IN THE BEGINNING...

"Even though my dad was established in the industry, I started out like everyone else, trying to get a discount on parts. My dad influenced me a lot and made me realize that as important as it was to get help, I had to be sure to think about who I approached. It was important that a sponsor have a service record, be someone you knew would be around and not fold overnight. When I was riding and working for Long Beach Honda in California, the Malcolm Smith rep would come by and ask how I was doing. He started giving me discounts on their products, and as I got more exposure, things snowballed. I would always try to nurture a sponsorship all the way through, starting off with a discount and moving up to getting the product for free. Eventually, I did start getting free accessories from Malcolm. When I signed my Yamaha contract, I started getting contingency money, and on my second year on the team, I got a salary."

BUT MORE IMPORTANTLY...

"The main reason I stayed with Malcolm Smith was not because he gave me the most money—when I won the Supercross Championship I got a lot of better offers. Friendship played the biggest role in my staying. No matter what I was offered, the extra money wasn't worth jeopardizing our relationship—Malcolm Smith really cared about me and supported me 100 percent; knowing that definitely helped my racing. I would never try to hit him up for more money because another company offered me more, and Malcolm understood that. When you're a Pro, you never know if passing up the money in favor of a good work-

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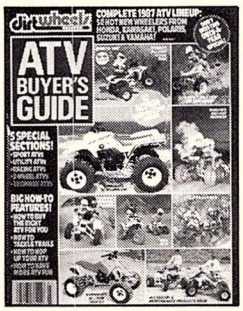

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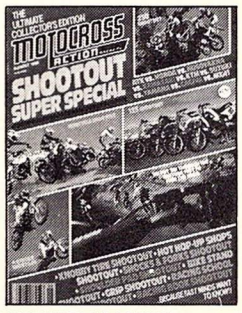

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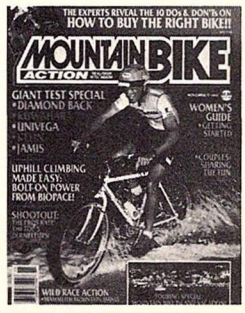

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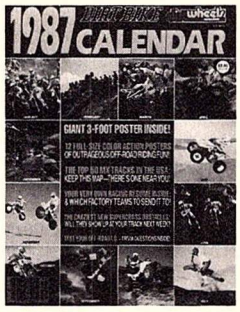

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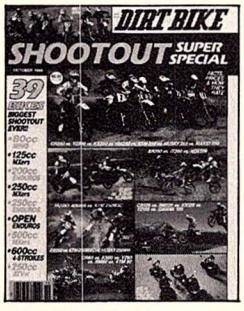

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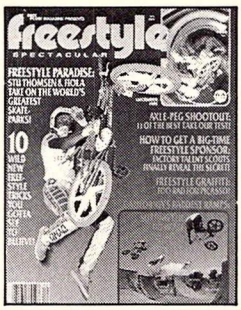

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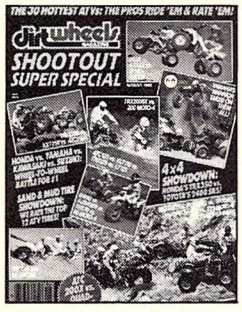

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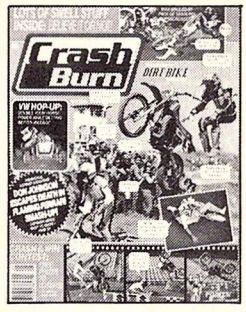

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MXA3-8

Paul Buckley

The dream of many: Becoming number one requires hard work, determination, and good support, all of which is up to the rider. Mike Bell put out the effort and earned the 1980 SX Championship.

COMPARING LIFESTYLES

The fruit of labor: To the victor go the spoils, and Mike was able to enjoy the good life, thanks to the sponsors who helped him along in his career. Sponsors are important for your post-racing days, too.

ing relationship is the right thing, but I tried to be realistic in my approach to racing. I knew that it would all go away some day, so I built my relationships with sponsors based on a post-racing relationship. Fortunately, it worked out well for me, because Malcolm Smith is a big customer of Oakley products. The only time I went to another company for more money was when I left Smith Goggles and started using Carrera goggles; Carrera offered me twice as much. Afterwards, I regretted doing it just for personal reasons—I abandoned people who cared about me for a bigger check in the mail.

"Besides using a sponsor's products, riders have to understand the expectations the sponsor has toward a rider. I made sure to always speak highly of whatever I used and to be available whenever they needed me. I would also never forget to thank the companies that were supporting me when I went to the winner's circle. There were a lot of other riders on the circuit back then who were just as capable of winning as I was, so it was important for my sponsors to see that I was doing my best to help them out, too. I learned that loyalty to sponsors was as important as winning races, because it would help keep their support for the times when I wasn't winning!"

More than winning: Sponsors expect more from you than just racing and winning—they want public relations. Even if you lose, you should be available to talk to people, and you should be courteous.

THE TABLES HAVE TURNED

"I don't know how many times I've heard people say, 'It's only one pair.' Some people just don't understand that Oakley goggles don't grow on trees! The hardest lesson I had to learn when I first started going to the races for Oakley was to say no. From the days when I used to race, I know how helpful it is to get even one pair of goggles free, but it's not my product to give away! I have a budget to follow, and giving away one pair of goggles or glasses to everyone who asks would put Oakley out of business. Being in the position to sponsor people has given me a lot of insight into how things worked when I was racing. From dealing with the racers today, I can now see that some of the things I did were right and some were wrong!"

LOOKING FOR A FEW GOOD MEN

"The most important thing an up-and-coming rider can do is to prepare a resume. We get over 2000 resumes a year from motocross riders! I know it may be disillusioning to hear, but we rarely send someone a product without meeting them. Riders who don't live near Oakley shouldn't get upset. I still read every resume that comes in. Even though I turn a lot of them back, it helps to read a name, because it can stick with me. I was rejected numerous times when I tried to get sponsors, but I never stopped sending them in. Opportunity will only knock if you keep trying.

"I really think the best way for a rider to get sponsors is to work through his local shop. Start off with a discount on the products the dealer sells and can profit from. If you can narrow down your sponsors, it's easier to help them out, which makes it easier for the dealer to help you. There should be only one sticker on the bike, so people will know that's where you get everything. Working through the local shop will also make it easier to deal with the bigger companies."

WHAT WE EXPECT

"We want any rider we're helping to use our product exclusively and not to use the latest fad. Oakley is only a secondary company, so we respect a rider's commitment to his other sponsors, as well. We wouldn't expect Rick Johnson to favor us over Honda, which is his primary sponsor; that would be unfair. A rider should always honor his other commitments. If he has four sponsors, he should only wear hats and T-shirts from those four companies. Additionally, he should be open to testing products in non-race situations, which means that he'll have to spend some outside time helping us.

"One of the most important things to remember is that a rider should never take any problems he has with the company to outside parties. All problems should be discussed with us first, not with other companies, track announcers or magazines. Motocross is a small enough community that things can and should be worked out. A rider shouldn't have to go out of his way to promote our product; it should come naturally with his activities. □

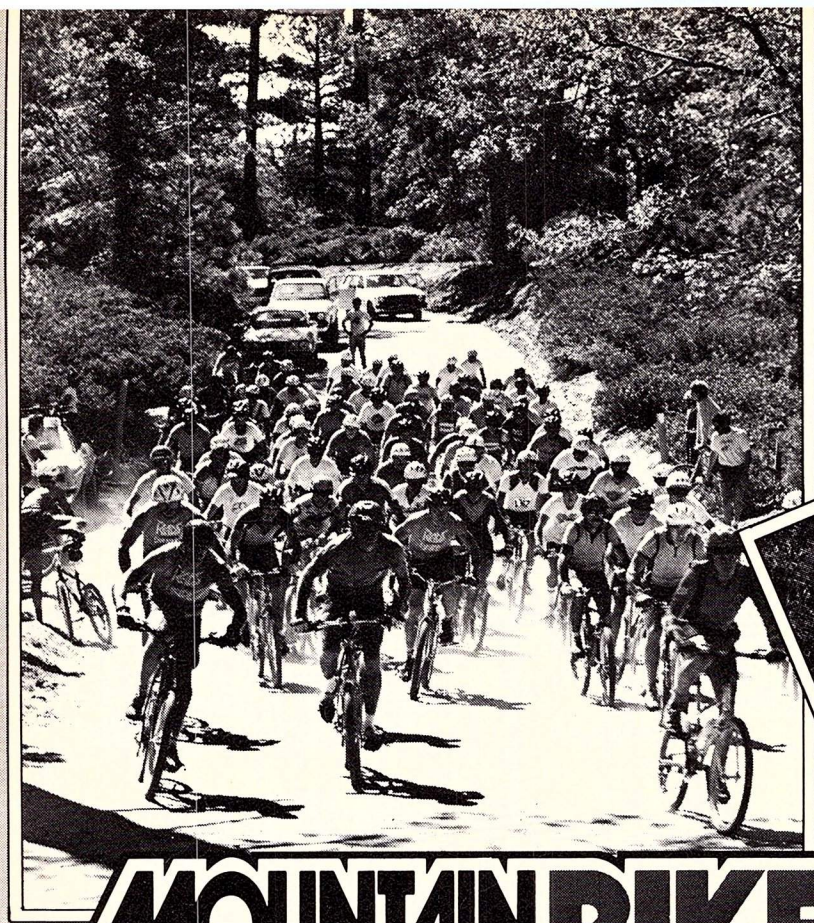
WHAT IT TAKES

MIKE BELL'S TIPS ON GETTING SPONSORED

• **Resume:** A resume is the best way to attract sponsors. It should be a good-looking package with your best results listed. Having a resume that looks too polished can sometimes work against you. Make it personal enough so that the intended sponsor gets an idea of who you are and what you're like.

Personality: Sponsorship is a marketing investment, so you have to be sure to represent your sponsor(s) in a professional manner. We like to see kids who are friendly, outgoing and loyal.

Commitment: There are some riders out there who have accomplished a lot in racing, but who only seem to give lip service to the future. We have to see a commitment to racing and to our product. It's nice to meet riders who have high goals and a structured plan to achieve them. •



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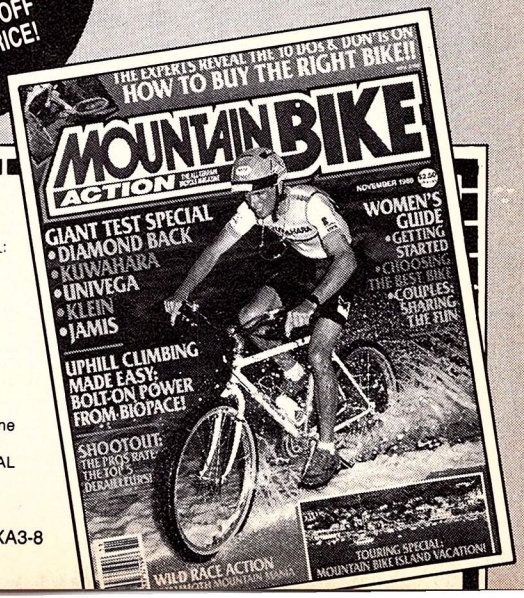

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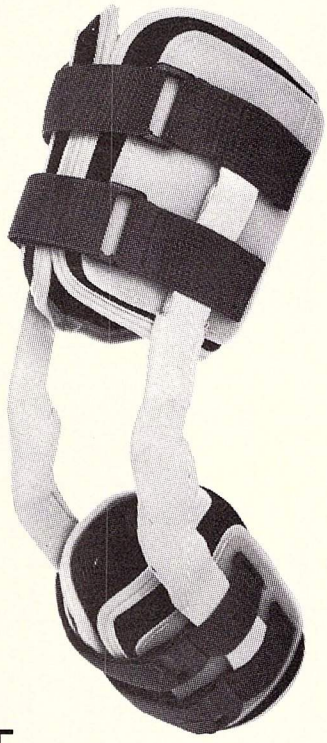

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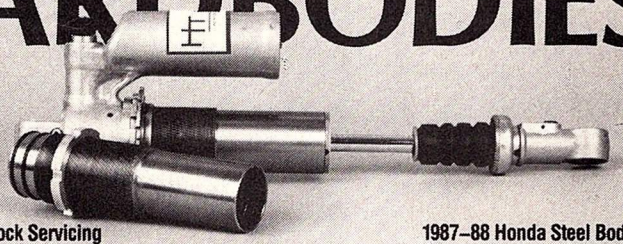

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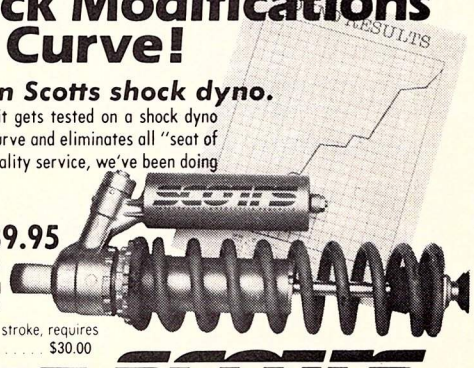

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RACE OF CHAMPIONS

(continued from page 86)

returned from a successful Australian series to continue his winning streak in the 500cc Pro class, and New England's best, Joe Waddington, halted the Kawasaki charge on his Honda and raced the event of his life to capture the 125 Pro title.

For racers and fans alike, the Kawasaki Race of Champions sets the standard for what motocross is all about. Good times at a great track with good people. As they say in the commercial, "It don't get no better than this." □

RESULTS: KAWASAKI RACE OF CHAMPIONS

125 PRO EXPERT

1. Joe Waddington	2-3	Hon
2. Chris Coleman	1-4	Kaw
3. Denny Stephenson	4-2	Kaw
4. Tyson Vohland	6-1	Kaw
5. Carlo Coen	4-5	Kaw

250 PRO EXPERT

1. Jeff Ward	1-1	Kaw
2. Chris Coleman	3-2	Kaw
3. Mickey Kessler	1-4	Kaw
4. Dale Spangler	5-3	Kaw
5. Carlo Coen	3-5	Kaw

500 PRO EXPERT

1. Ed Warren	1-1	Kaw
2. Keith Johnson	3-2	Kaw
3. Mike Jones	2-4	Yam
4. Mickey Kessler	8-3	Kaw
5. Jim Kapitan	4-8	Kaw

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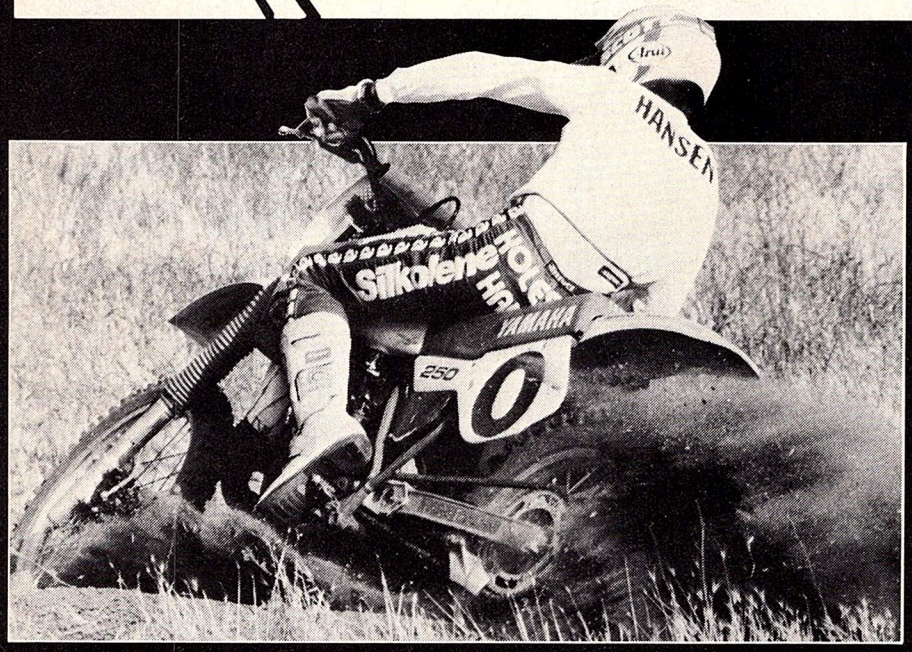
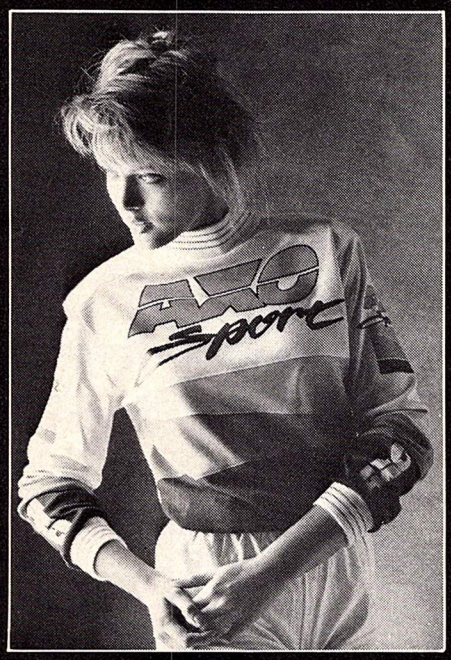


DONNIE HANSEN MOTOCROSS ACADEMY

FUNCTION: Donnie stopped by the plush penthouse offices of *MXA* the other day and let us know about the schedule for his '88 motocross camps. His three and four-day programs are limited to 12 riders so he can watch over everybody. Beginners, novices and intermediates can learn his holeshot secrets at Goodtimes Motosports Park in San Antonio, Texas, beginning March 7 and April 11. After looking at our list of MX tracks in the USA, he promised to set up dates at other locations this summer and fall. Write to him to get on his mailing list.

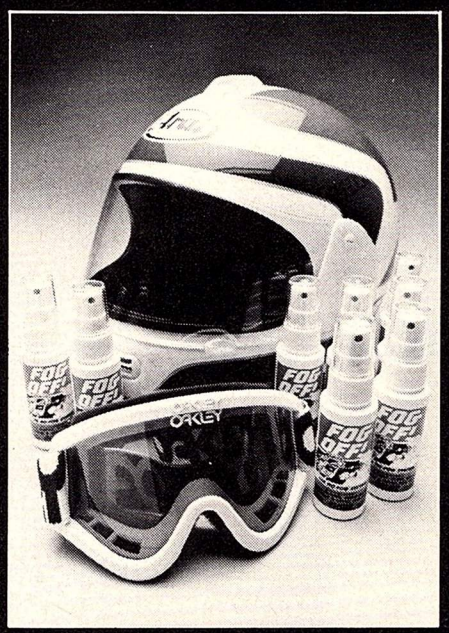
CONTACT: Donnie Hansen Motocross Academy, 1418 Plumeria, Dept. "When are you coming to my town?" San Antonio, TX 78232; (512)494-6019.



SUPER AXO PLUS JERSEY

FUNCTION: Isn't this girl a total babe? Look at that cute chin! Those mysterious eyes! How about those soft, sensitive fingers? We could tell you something about AXO's polyester cotton-weave jersey, but why talk about clothes when you would rather know more important things, like this girl's address and phone number. The *MXA* wrecking crew hasn't yet discovered her identity, but you can bet that a special undercover story is in the works to answer the ultimate question: Does she have a boyfriend?

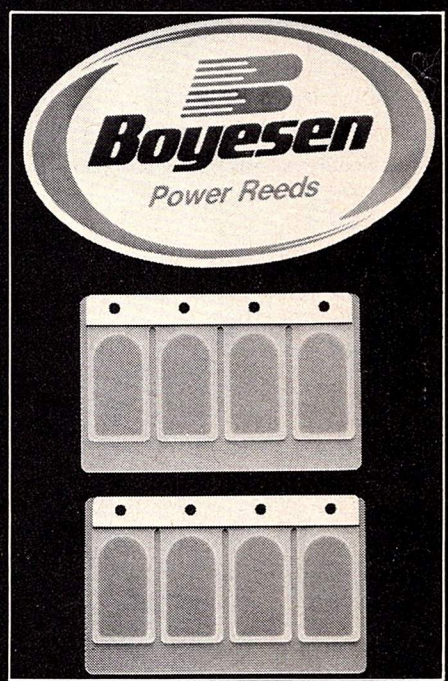
CONTACT: AXO Sport-America, 25702 Rye Canyon Rd., Suite E, Dept. "Who is she?" Valencia, CA 91355; (805)257-0474.



FOG OFF!

FUNCTION: Goggles that fog up can be a real deterrent to winning races, especially if you're wearing them at the time. Simply wiping off the fog rarely works, since it usually forms on the inside surface. So, unless you carry a box of tissues with you on the track and are an expert at navigating tabletop jumps with no hands, you should check out Fog Off. It's a spray-on liquid that is completely nontoxic to the eyes, and also non-abrasive to the lenses. The Exofogonium III laboratory is in El Toro, California, but you can get a bottle at any Malcolm Smith Distributor.

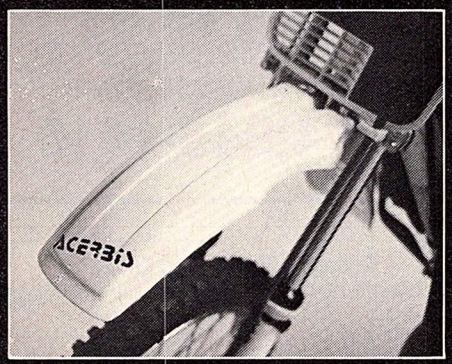
CONTACT: Duker, 22612 Coral, Dept. "London, here I come!" El Toro, CA 92630; (714)458-2782.



BOYESEN POWER REEDS

FUNCTION: Would you like to get an extra five horsepower out of your bike for less than $30? The gang at Boyesen has been working overtime to make their reeds provide proper fuel flow at both low and high rpm. You should notice an immediate improvement in throttle response: Horsepower gains will vary from bike to bike. Every two-stroke motorcycle engine will benefit from these reeds, according to the boss. And we all know that even when he's wrong . . . he's always right.

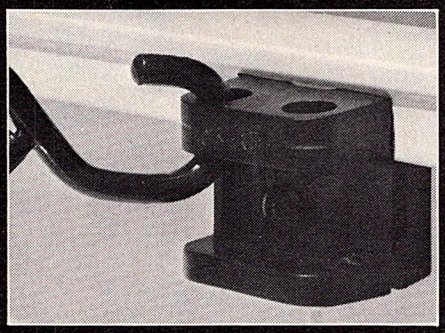
CONTACT: Boyesen Engineering, R.D. #1, Box 826, Dept. "How's Eyvind doing?" Lenhartsville, PA 19534; (800)441-1177.



ACERBIS MINI-BAJA FRONT FENDER

FUNCTION: Spring is here, and we all should know that springtime means mud. There's nothing worse than gassing toward a deep mudhole and forgetting that your front fender was torn off during last week's major bail. Acerbis is almost standard-issue for rugged, off-road events, so if your mini bike still has a mini front fender that provides mini protection from water and other forms of slush, check out the new white, red, orange, green or yellow mini Baja fenders from Acerbis. Suggested retail is $16.50.

CONTACT: Acerbis Plastica USA, 10911-H Wheatlands Ave., Dept. "That puddle doesn't look deep," Santee, CA 92071; (619)562-1440.



GRIP RITE TIE-DOWN CLAMPS

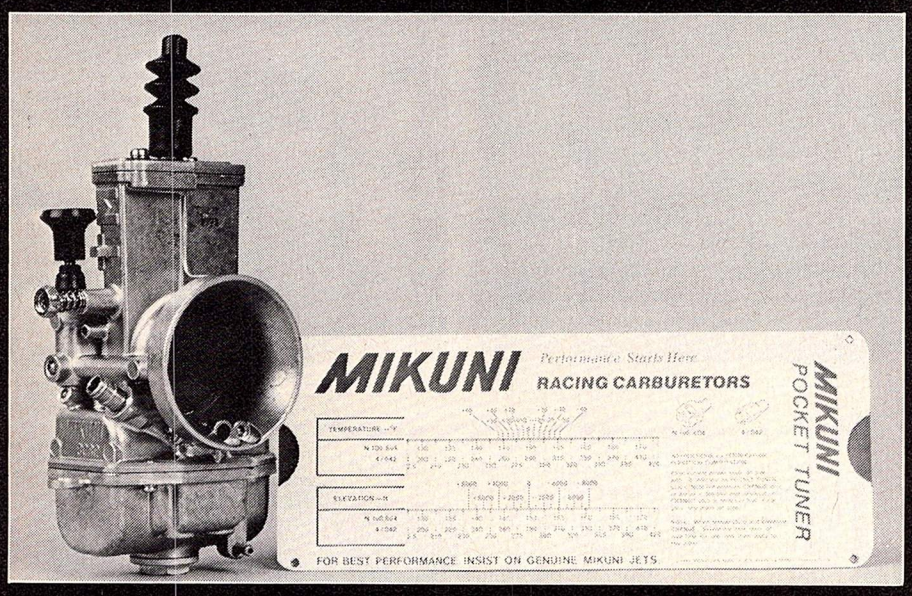
FUNCTION: Remember how shiny the surface of your truck bed was before tie-downs, toolboxes and other foreign objects turned that smooth metal into a series of dings, dents and craters? Grip Rite clamps fasten to the truck-bed sheet-metal roll with a tough Allen wrench bolt that's designed to concentrate hundreds of pounds (like your toolbox) of gripping force without marring the finish of the truck. You don't even need to drill holes to mount them. At $14.95 per set, Grip Rite comes with a five-year warranty and is a lot cheaper than a new paint job.

CONTACT: Grip Rite Corp., 588 James Rd., Dept. "Never need Earl Scheib," Lawrenceville, GA 30245; (404)925-2899.

FMF RACE JERSEY

FUNCTION: According to our latest readers' survey, 1.9 percent of the people who read *MXA* are female. Thus, we expect few letters of complaint about printing a photo of another lovely model wearing a racing jersey. The 100-percent cotton shirt sells for $24.95, and Uncle Donnie also has similar T-shirts that go for $9.95. Our latest survey also disclosed that besides *MXA*, you folks regularly purchase *Sports Illustrated*. Although we may consider a swimsuit issue in the future, it's safe to say our models will always be covered by some type of safety equipment.

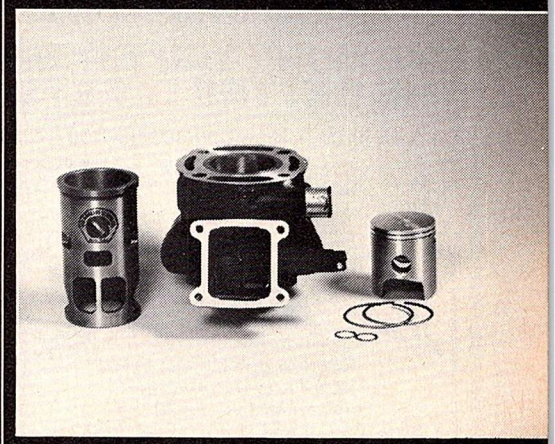
CONTACT: FMF, 25950 Belleporte Ave., Dept. "How about a bikini shootout?" Harbor City, CA 90710; (213)539-6884.



MIKUNI CARBURETOR POCKET TUNER

FUNCTION: Now that you've learned where every motocross track in the USA and Canada is located, you're going to need help in properly jetting your carb for changes in temperature, altitude, or both. The Mikuni pocket tuner takes the guesswork out of changing your jets. Face it, your bike will run differently according to the elevation and weather conditions you encounter. For $2.95, you can use it to help improve your carburetor's performance.

CONTACT: Mikuni American Corp., 8910 Mikuni Ave., Dept. "Just how high up are we?" Northridge, CA 91324; (818)885-1242.



KX80 BIG-BORE KIT

FUNCTION: Most of us started our racing careers on an 80cc machine. Remember how frustrating it was to be limited to standard mini power once you learned the fundamentals? Los Angeles Sleeve Company's Power Products Division has a 100cc big-bore kit for KX80s made between 1983 and '87. Sleeve, piston kit and head gasket are included. These guys will modify your cylinder head and install the kit for $265, guaranteeing you the holeshot in every mini race you enter from now until your first protest or tech inspection.

CONTACT: Los Angeles Sleeve Co., 8311 Chetle Ave., Dept. "Of course it's stock!" Santa Fe Springs, CA 90670. □

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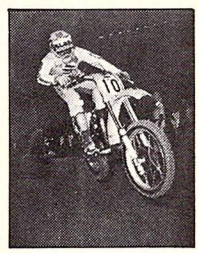

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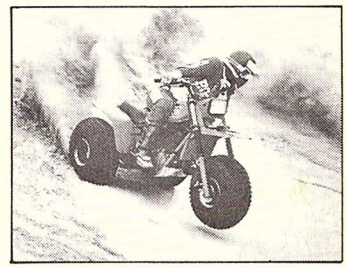

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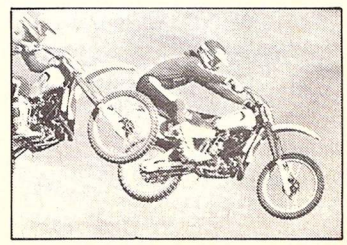
☐ 7. JOHNNY O'MARA ON A 125 MUGEN



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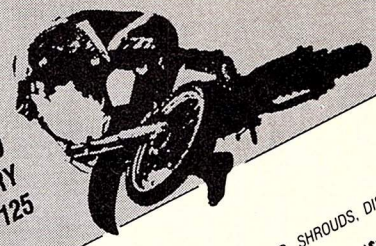

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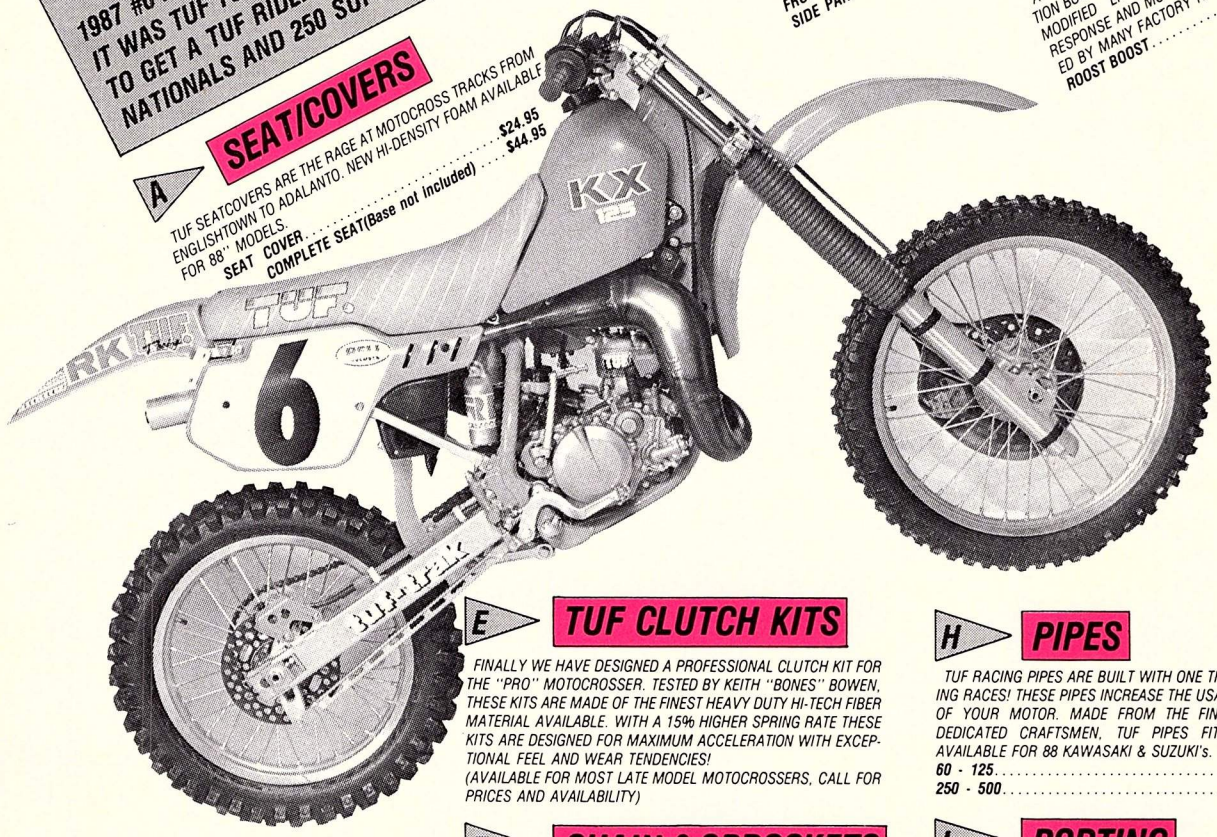

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FINALLY WE HAVE DESIGNED A PROFESSIONAL CLUTCH KIT FOR THE "PRO" MOTOCROSSER. TESTED BY KEITH "BONES" BOWEN, THESE KITS ARE MADE OF THE FINEST HEAVY DUTY HI-TECH FIBER MATERIAL AVAILABLE. WITH A 15% HIGHER SPRING RATE THESE KITS ARE DESIGNED FOR MAXIMUM ACCELERATION WITH EXCEPTIONAL FEEL AND WEAR TENDENCIES!
(AVAILABLE FOR MOST LATE MODEL MOTOCROSSERS, CALL FOR PRICES AND AVAILABILITY)

F CHAIN & SPROCKETS

THE FINEST QUALITY AIRCRAFT QUALITY ALUMINUM AND HARDENED TOOL STEEL GO INTO BLUE THUNDER SPROCKETS. USED BY MANY TOP PRO'S COMBINED WITH R.K. CHAIN THESE BEAUTIES ARE UNBEATABLE.

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ALL MODELS **$13.95**
RK CHAIN - SIZE 520 ..... **$28.95**
RK CHAIN 520 ORING **$49.95**
RK 420 ..... **$16.95**
(CHAIN & SPROCKETS AVAILABLE FOR MOST LATE MODEL MOTOCROSS)

G REEDS

BOYESEN FIBER REEDS NEED LITTLE INTRODUCTION. CONSISTANTLY THE BEST! (CALL FOR TUF PRICE)

H PIPES

TUF RACING PIPES ARE BUILT WITH ONE THING IN MIND, WINNING RACES! THESE PIPES INCREASE THE USABLE POWER OUTPUT OF YOUR MOTOR. MADE FROM THE FINEST MATERIALS BY DEDICATED CRAFTSMEN, TUF PIPES FIT PERFECTLY! NOW AVAILABLE FOR 88 KAWASAKI & SUZUKI's.

60 - 125 ..... **$139.95**
250 - 500 ..... **$149.95**

I PORTING

THE ENGINE IS A CRITICAL PART OF ANY WINNING TEAM AND TUF RACINGS PORTING AND HEAD MODIFICATIONS ARE THE REASON WHY RIDERS LIKE, BOWEN, HALSTEAD, KING, BARNETT, SPANGLER, RICKER AND MANY MORE TURN THEIR ENGINES OVER TO TUF!

PORTING **$149.95**
HEAD MODS ..... **(FROM)$35.00**
(ENGINE KITS AVAILABLE, 1988 PREPORTED CYLINDERS IN STOCK, CALL FOR INFORMATION AND PRICES.)

J TUF HARDWARE

TUF MAKES TRICK ALUMINUM SPECIALTY ITEMS TO TURN YOUR STOCKER INTO A WORKS PERFORMER!

TUF TRAK **$199.95**
TUF CHAINGUIDE ..... **$ 29.95**
TUF-2-TWIST BAR BRACE ..... **$ 19.95**
TUF LINKS ..... **$ 49.95**

TO ORDER 1 800 CALL TUF IN ILLINOIS

OR FOR CUSTOMER SERVICE OR TECHNICAL HELP CALL 1 815 756-3588

★ SUPER TUF SPECIALS! ★

AT TUF RACING WE OFFER FAST, FRIENDLY SERVICE! MOST ORDERS SHIPPED THE SAME DAY! WE WELCOME MC, VISA, OR AMERICAN EXPRESS ORDERS

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AXO TURBO+BOOTS $159.95
ONEAL BULLETT BOOTS $139.95

GEAR BAGS
ANSWER GEAR BAG $49.95
AXO SPORT GEAR BAG $39.95

GLOVES
AXO SERIES 40 ..... $39.95
AXO SERIES 29 ..... $26.95
ANSWER A SERIES $19.95
ONEAL BULLETT GLOVES $25.95
ANSWER MUD GLOVES ..... $ 3.95

GOGGLES
SCOTT MODEL 89 (all colors) $16.95
OAKLEY GOGGLES $16.95

GOGGLE ACCESSORIES
ROLLOFF SYSTEM $27.95
ROLLOFF FILM(pack of 4) ..... $ 8.95
SCOTT VENTURI MASK ..... $ 8.95
SCOTT VENTURI HALF MASK ..... $ 5.95
SCOTT LENS ..... $ 3.10
OAKLEY LENS ..... $ 3.10

HELMETS
88 BELL MOTO 4 (all colors in stock) including Green $144.95
ANSWER-A-TECH Team Colors $119.95
ARAI MX PRO Tri Color $179.95
SHOEI VX3A Team Colors $189.95
BIEFFE Team Colors ..... $ 99.95

JERSEYS
ANSWER $16.95
ANSWER PRO PAD $29.95
AXO SUPER $21.95
AXO SUPER PLUS $29.95
AXO SUPER PLUS (vented) $31.95
ONEAL $16.95
ONEAL BULLET JERSEYS $29.95
TUF JERSEYS $16.95
TUF/AXO SUPERPLUS $29.95

KIDNEY BELTS
AXO SUPERBELT $26.95
GOLD BELT "COOL ONE" $19.95

LUBRICANTS

	Price Per Bottle
SILKOLENE OIL	
RACING SUSPENSION FLUID	$ 4.95
COMP2 (12.8 oz)	$ 3.25
PRO2 (12.8 oz)	$ 4.95
GEAR OIL LV	$ 4.95
GEAR OIL MV	$ 4.95
MAXIMA OIL	
FORK OIL (12 oz)	$ 2.95
OCTANE BOOSTER	$ 4.95
TRANS FLUID	$ 4.95
PRO TRANS FLUID	$10.95
SUPER-M (12 oz)	$ 3.49

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TUF TIE DOWNS (ANCRA STYLE) $12.95
FREDETTE HANDSAVERS $37.95
ANSWER ROOST BOOST $49.95
ANSWER OVAL SILENCER $49.95
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ANSWER ALUMILITE BARS $37.95
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WE ALSO STOCK A LARGE SELECTION OF GENUINE KAWASAKI AND SUZUKI PARTS. ITS BEEN SAID "IF TUF DOESN'T HAVE IT, YOU DON'T NEED IT!"

MOTOCROSS PANTS
TUF AXO SERIES 95 ..... $ 89.95
AXO SERIES 95 ..... $ 89.95
AXO SERIES 135 ..... $119.95
ANSWER TEAM PANTS ..... $ 89.95
ANSWER PRO-GLO PANTS ..... $ 94.95
ONEAL BULLET PANTS ..... $ 89.95

PIPES
TUF PIPES
88 KX80 ..... $139.95
88 KX125 ..... $139.95
88 KX250 ..... $149.95
88 KX500 ..... $149.95
88 RM80 ..... $139.95
88 RM125 ..... $139.95
88 RM250 ..... $149.95
OTHER LATE MODEL KX OR RM PIPES ARE AVAILABLE. PLEASE CALL FOR PRICES!

PLASTIC
TUF RADIATOR SHROUDS ..... (from)$17.95
TUF DISC COVERS FRONT $18.95
TUF DISC COVERS REAR $18.95
TUF KX AIRBOX COVERS $10.95
FRONT FENDERS $19.95
SIDE PANELS ..... (sold in sets) $29.95
(Sets include both sides)

REEDS

YEAR	MODEL	#	PRICE
88	KX80	Boy605	$18.95
88	KX125	Boy607	$22.50
88	KX250	Boy615	$29.95
88	KX500	Boy615	$29.95
88	RM80	Boy611	$18.95
88	RM125	Boy606	$22.50
88	RM250	Boy607	$22.50

(REEDS AVAILABLE FOR MOST LATE MODEL MOTOCROSS BIKES. PLEASE CALL FOR PRICE AND INFO.)

SHOULDER PADS
ANSWER ACIII (FRONT ONLY) $59.95
ANSWER ACIII (FULL) $79.96
ONEAL ROK BLOK $84.95
ONEAL FRONT $59.95
AXO FRONT $59.95

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ANSWER SILENCER ..... (From)$49.95
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NGK EV SERIES $4.25
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BLUE THUNDER COUNTERSHAFT SPROCKETS (ALL) $13.95

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DUNLOP 275/17 K490 ..... $20.95
DUNLOP 275/17 K690 ..... $27.95
DUNLOP 300/21 K490 ..... $54.95
DUNLOP 300/21 K139 ..... $49.95
DUNLOP 300/21 K990 ..... $54.95

DUNLOP 300/12 K490 ..... $16.95
DUNLOP 410/14 K490 ..... $24.95
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DUNLOP 120/18 K490 ..... $35.95
DUNLOP 130/18 K490 ..... $36.95
DUNLOP 140/18 K490 ..... $39.95
DUNLOP 100/18 K595 ..... $54.95
DUNLOP 110/18 K595 ..... $59.95
DUNLOP 120/18 K595 ..... $64.95
DUNLOP 100/18 K990 ..... $54.95
DUNLOP 110/18 K990 ..... $59.95
DUNLOP 120/18 K990 ..... $61.95
BRIDGESTONE 30021 M23 ..... $43.95
BRIDGESTONE 41018 M22 ..... $47.95
BRIDGESTONE 51018 M22 ..... $52.95

INNERTUBES
300/12 IT $4.95
275/14 IT $4.95
410/14 IT $5.75
275/17 IT $5.25
400/18 IT $8.25
500/18 IT $8.95
300/21 IT $7.95

MONTHLY SPECIAL
AXO TURBO II BOOTS (GREEN) $124.95
ONEAL ULTRA-LITE II GLOVES $19.95
ONEAL/TUF SPECIAL PANTS FLO GRN $69.95

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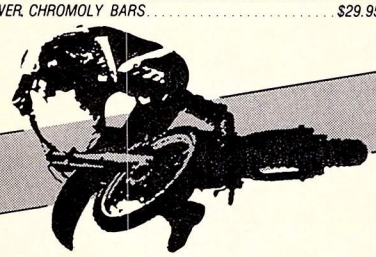


★LOOK FOR KEITH BOWEN AT ALL THE 125 NATIONALS AND 250 SUPERCROSSES!

1. Prepaid orders over $10.00 will be shipped FREIGHT FREE.
2. All C.O.D. orders must be over $20.00 sent Freight Collect.
3. All pre-paid orders under $10.00 must include $1.50 shipping.
4. Personal checks allow 20 days before shipping.
5. Be sure to include size,color, and bike make.
6. Include phone number so we can contact if necessary.
7. Illinois residents add 6% tax.
8. Foreign orders add 10%

The making of
It's a long story, so

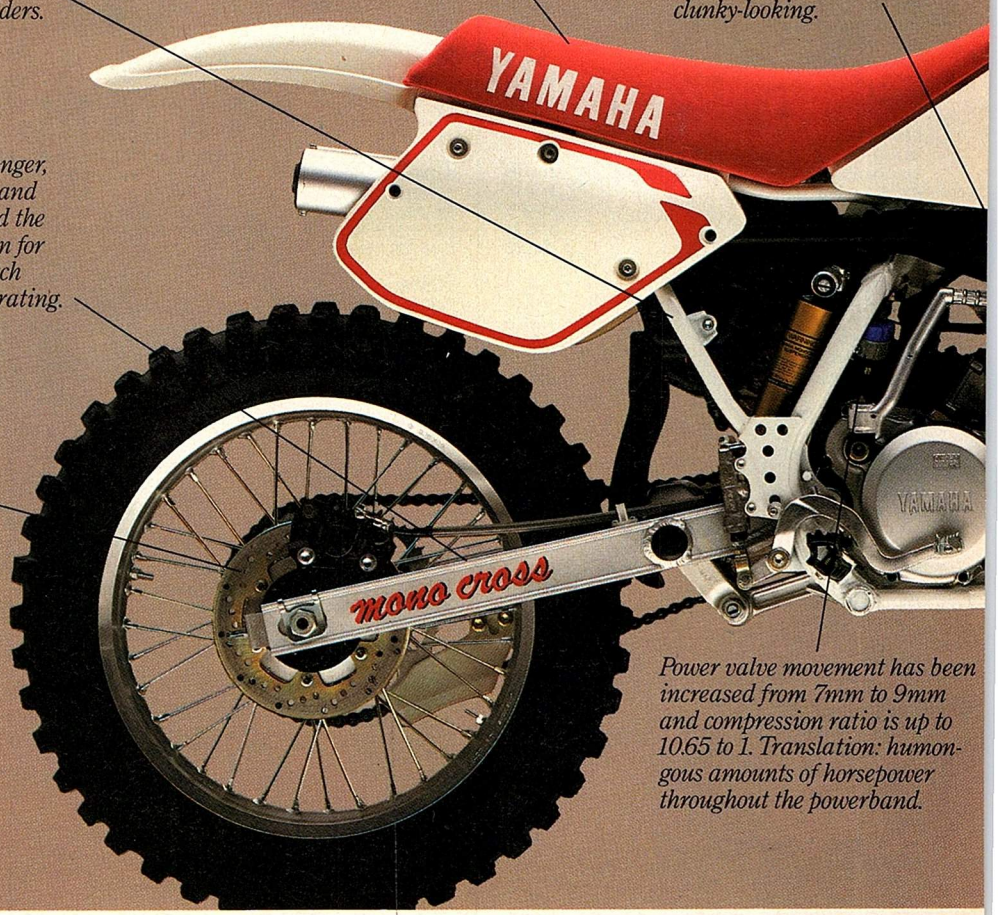
A new frame and chassis design lets you lean into turns that would turn off other riders.

Riders we've talked to say they prefer a seat that makes them feel like they're sitting "in" the bike instead of "on" it.

We've eliminated the plumbing from the water pump to the cylinder head. Which means the water ports aren't heavy and clunky-looking.

The swingarm is 10mm longer, so the wheelbase is longer and more stable. We also moved the swingarm pivot down 5mm for better traction and less pitch during braking and accelerating.

The bike can do more than go fast. It can also stop fast. We've installed a 230mm front disc and a 220mm rear disc. We even redesigned the brake pedal for more leverage.



Power valve movement has been increased from 7mm to 9mm and compression ratio is up to 10.65 to 1. Translation: humongous amounts of horsepower throughout the powerband.

About the only thing our 1988 YZ250 has in common with our 1987 YZ250 is the designation, "YZ250."

As you can see, it's an entirely new bike. And we say with the utmost confidence that it's superior to any motocrosser on the market today.

Take, for example, its completely re-designed 246cc, liquid-cooled engine that produces

our new YZ250. we'll tell it in parts.

These handlebars have a new twist—we've given them a more desirable bend to make riding more comfortable.

The 246cc engine's additional transfer ports increase air intake for blasts of hard-hitting bottom-end power.

The new Kayaba cartridge forks allow more consistent compression and rebound damping. Not to mention greater adjustability and low-friction seals. In other words, you can bounce over bumps without getting bounced all over the bike.

blasts of Starship Enterprise-like power at virtually every notch of the powerband.

And its new innovative frame and suspension design makes pounding over a bumpy, twisty, rocky track significantly less bumpy, twisty and rocky.

But don't go away. There's a lot more to the story.

Our YZ125 motocrosser is also a character to be reckoned with. Especially since we've incorporated many of the innovations we created for the YZ250.

Our ever-reliable YZ490, whose monster air-cooled engine is still enjoying great success burying other bikes in the desert.

If you're looking for something less monster-sized, there's our water-cooled YZ80. Believe us when we tell you, despite its size, it's a full-on motocrosser.

The point is, if you're serious about winning this year, Yamaha is, too. And we have the bikes to back it up.

End of story.

YAMAHA
We make the difference.™

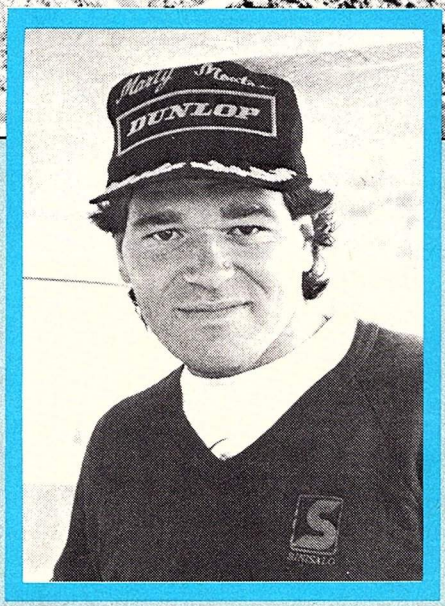
30 day limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Designed for off-road, operator use only. Intended for experienced rider only. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and drive. It is illegal and dangerous.

Great Moments

THE FANS WENT CRAZY

To everyone who was at Carlsbad Raceway in California in June of 1980, Marty Moates will forever be a hero. So strong was the image of European dominance, that the sight of Moates circling the 500cc United States Grand Prix track in the lead was all the U.S. fans needed to start a massive celebration. Prior to 1980, no American had ever won the United States Grand Prix. And if an American was going to win it, no one expected an underdog like Marty Moates to be the man.

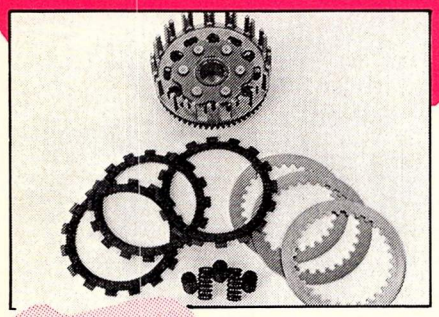
But on that hot June day eight years ago, America got its revenge. Marty Moates was the instrument that sounded the first notes of American motocross dominance. Only two Europeans even made the top ten that day (Andre Vromans in third and Jaak Van Velthoven seventh). To say that the fans went crazy is an understatement. □



Marty Moates has retired from professional motocross racing and works at a Honda car dealership, just a few miles from Carlsbad Raceway.

DGY 88 YAMAHA YZ's

88's IN STOCK



CLUTCH PARTS

GENUINE YAMAHA FRICTION PLATES
YZ 80-YZ490 ..... $24.80-68.60

GENUINE YAMAHA STEEL PLATES
YZ 80-YZ 490 ..... $14.40-38.40

GENUINE YAMAHA CLUTCH SPRINGS
YZ 80-YZ 490 ..... $ 4.00-15.60

HEAVY DUTY RACING SPRINGS
YZ 80-YZ 490 ..... $11.95

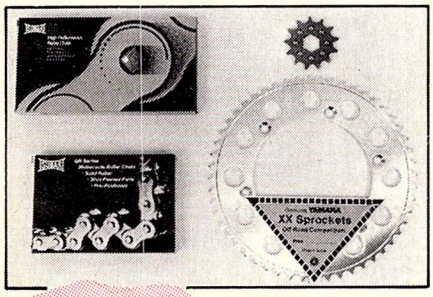
We stock all clutch parts!

PISTON KITS & CYLINDERS

Genuine Yamaha Piston Kits, consisting of piston, rings, wrist pin and circlips.

YZ 80 ..... $30.00-52.70
YZ 100 ..... 35.50-37.00
YZ 125 ..... 33.50-50.50
YZ 250 ..... 48.65-72.30
YZ 400/465/490 ..... 55.00-70.95

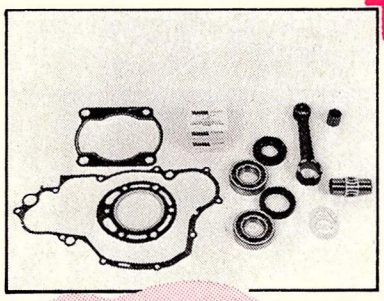
We stock rings and cylinders!



CHAIN & SPROCKETS

Genuine Yamaha Sprockets . . . Made of top grade steel or hardened aluminum alloy. High Quality, Pre-stretched Standard & O-Ring Racing Chain Available.

REAR SPROCKETS
YZ 80-YZ 490 ..... $17.95-39.95
CHAINS
YZ 80 ..... 9.95-19.95
YZ 100-YZ 490 ..... 29.95-39.95
O-RING CHAIN 49.95
COUNTER SHAFT SPROCKETS
ALL YZ/IT 6.95-14.95



ENGINE REBUILD KITS

CRANK MAIN BEARING & SEAL KIT
Genuine Yamaha Parts Consisting of 2 Main Bearings & 2 Crank Seals.
YZ 80-YZ 490 ..... $23.20-46.00

CRANK KITS
Genuine Yamaha Parts Consisting of Rod, Pin, Upper & Lower Bearings & Thrust Washers.
YZ 80-YZ 490 ..... $37.75-69.30

GASKET KITS
YZ 80-YZ 490 ..... $ 9.95-31.20

DGY KIT BIKES

As Featured In National MX Magazines. Fully Modified to Your Weight & Riding Ability. YZ 80-YZ 490. Call for Prices!

'88 PRODUCTION YZ'S ALSO IN STOCK!

DGY PRO-GLO SEAT COVERS ..... $ 29.95

DGY ENGINE & SUSPENSION SERVICES

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Fork Modification
(rods only) ..... $ 49.95
(fork set) ..... $ 99.95

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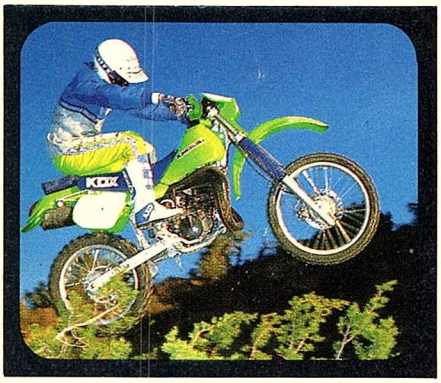
SEE HOW TO CONQUER IMPOSSIBLE OBSTACLES ON YOUR OWN TV



Take off on a trailride with the editors of *DIRT BIKE* and their ace test pilots, including Yamaha's Jim Holley and ISDE Gold Medalist Larry Roeseler. Learn all the inside secrets to handling rough terrain, with step-by-step instruction from the *DB* staff.

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- MANEUVER OVER ROCKS, LEDGES, BUSHES, AND MORE!

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MXA3-8

WARDY MAKES BIGGEST NEWS OF THE YEAR EVEN BIGGER.

When we introduced the all-new Turbo Plus boot recently, it was very big news. So big, in fact, that the only way to top it would be to wrap the world's finest boot around the world's fastest feet. So that's just what we did.

And ever since he first strapped on the Turbo Plus, Jeff Ward's been impressed with its remarkable engineering (like lever-lock buckles). Ingenious construction (our dual-injection molding). Functional designs (the wedge-shaped shin guard). And space-age materials (all-plastic straps).

In short, Jeff's been enjoying more comfort, protection and flexibility than ever before. Which not only are what the world's fastest feet truly deserve. They're what Wardy needs to do what Wardy does best.

Make the big news.

AXO Sport America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355
(800) 222-4296 (Outside CA) (805) 257-0474 (Inside CA). **AXO s.n.c.,** Italy Telex 215566 AXO I

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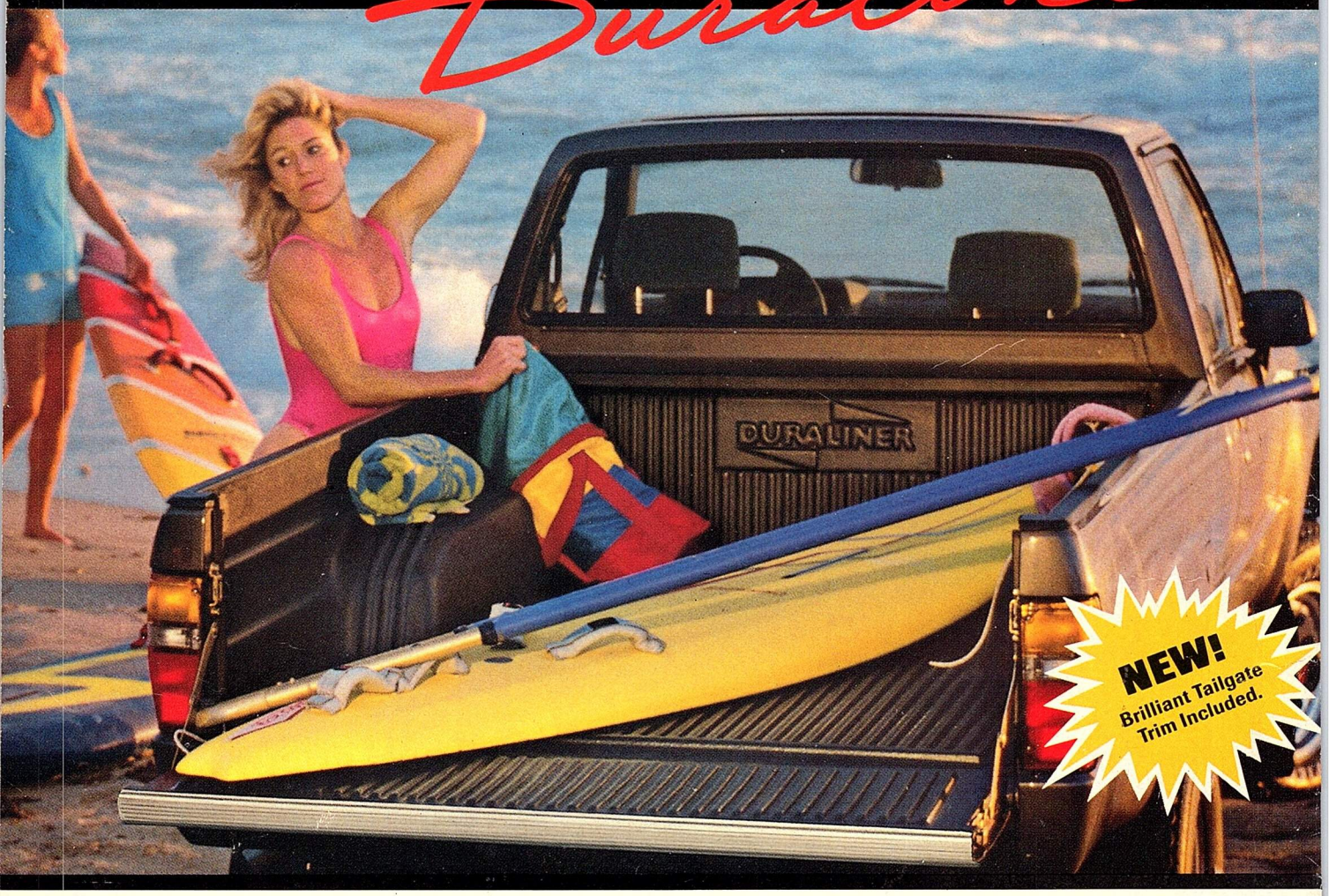
Duraliner



You Don't Need a Duraliner®... *Unless* You Own a Pickup.

Once you've tossed in the pick axe and the rakes, taken your lawnmower to the shop, sloshed that gasoline or paint around, and hauled all your gear to the beach... GOODBYE, TRUCKBED!

All those scratches, dents, nicks, damaging spills and gouges mean a lot less money in your pocket at trade in time, not to mention an early death for your pickup.

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Simple. You bought the best pickup you could afford. Now you need the best bedliner on the market to protect that investment.

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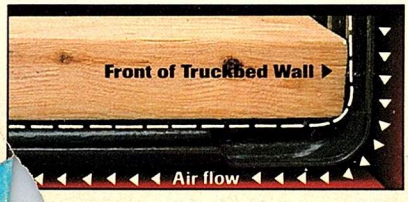

■ **The Duraliner's unique ribbed construction allows air to flow between the liner and your truckbed, so there is no moisture buildup.**
■ **Duraliner's patented rear-step design protects the liner from impact damage. Other liners allow cargo to hit where it hurts... Duraliner doesn't.**
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DURALINER®

The World's Best-Selling Truckbed Protector